Vol. XLIII. No. 7519.

AGENTS FOR THE CHINA MAIL

LONDON :- F. ALGAR, 11 & 12, Clement's

Lane, Lombard Street, E. C. GEORGE

STREET & Co., 30, Cornhill. GORDON

& GOTCH, Ludgate Circus, E.C. BATES

HENDY & Co.,-37, Walbrook, E.C. SAMUEL DEACON & Co. 150 & 154

Leadenhall Street. W. M. WILLS, 101,

號二十月九年七十八百八千一英

HONGKONG, THURSDAY, SEPTEMBER 22, 1887.

Established February, 1845.

Business Notices.

HAVE JUST RECEIVED New Consignments

THE LAMP BELGE, TABLE AND HANGING LAMPS giving a Light equal to 40 standard candles at a cost of less than a farthing per hour.

SEVERAL PRETTY DESSERT AND DINNER SETS.

AND FAIRY LAMPS. --TOHLETS SETS AND TOWELS.

SUITON'S ENGLISH AND CALCUTTA FLOWER AND VEGETABLE SEEDS.

HOES, SPADES, RAKES, TROWELS AND SYRINGES. LADIES' GARDENING SETS, &c.

LANE, CRAWFORD & Co. Hongkong, September 20, 1887.

ROBERT LANG

Tailors, Hatters, Shirtmakers & General Outfitters.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL), EWGOODS

JUST OPENED:

BROWN FELT HATS. CALCUTTA PITH HATS

NEW COLLARS AND SHIRTS.

THIN WATERPROOF SUITS (in Case).

Hengkong, September 3, 1887.

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

tions and Amendments and has been pro-THIS Extensive and well-appointed Establishment, situated in one of the most central mised many more, and he needs further and airy positions in the Colony and commanding a splendid view of almost time to examine them and to obtain the the entire harbour and within five minutes walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now one of the principal Horses in the place; The ROOMS are appoints well ventilated and have just been refurnished in a most

comfortable and handsome manner, suited to the requirements of the Far East, The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the apacious, large DINING Halt. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

and SNORING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service, Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Proprietors. Hongkong, September 16, 1885.

STAG HOTEL.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM

GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE. TIFFIN at 1 o'Clock. DINNER at 7.30

VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT-LIQUORS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887.

W. POWELL & Co. DR. JAEGER'S SANITARY WOOLLEN SYSTEM. THE HAVE RECEIVED A FULL SET OF SAMPLES OF MATERIALS

BADIES', CHILDREN'S AND GENTLEMEN'S

CLOTHING AND UNDERCLOTHING.

of every description, and are prepared to take Orders on Commission. Terms and Particulars on application.

*VICTORIA EXCHANGE, August 19, 1887. (TETEPHONE 21).

W. POWELL & Co.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED. TANTED Two or TEREE ROOMS in

better position at the meeting to answer a Central position as OFFICES for questions, and discuss the amendments that | the above Company. Owners of Marine Lots and Attorneys or HAROLD DOWSON.

> 4, CLUB CHAMBERS, Hongkong, September 5, 1887.

HONGKONG BRICK AND CEMENT --- COMPANY, LIMITED Office, No. 5, QUEEN'S ROAD,

FIRE BRICKS OF SUPERIO QUALITY FOR SALE. PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Eag., Manager,

the JUBILEE COMMITTEE by ILLUMINAT- fying to the quality of the FIRE BRICKS as ING their OFFICES and PRIVATE RE- made by you at your new works. In appearance the Brick is lightend soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire

> After a very severe test I have no hesitation in eaving that this Brick is admirably may be likely to undergo and for all purposes that Fire Bricks are used for. I am now about to build them into one of my Fernaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been naing.

Hongkong, May 23, 1887.

Intimations.

BEITISH 'NORTH BORNEO. GOVERNMENT NOTIFICATION. No. 64.

Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to BRITISH NORTH BORNEO find a difficulty in doing so, owing to their want of knowledge of the Date of Departure of Spirs and STEAMERS : . It is hereby made known that a Commission of not more than ONE DOLLAR for each able-bodied adult Chinaman will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government. Agents in Hongkong, who are hereby au-

L B. VON DONOP. Government Secretary.

THE PRINTED ORDERS referred to in the above Notification can be obtained

GIBB, LIVINGSTON & Co., Government Agents. Hongkong, September 14, 1887. 1788

SAILOR'S HOME. A-MY Cast-off Chorman, Books, or Parens will be thankfully received at the Sailor's Home, West Point, 981 Hongkong, July, 25 1887.

Intimations.

PUNJOM AND SUNGHIE DUA SAMANTAN-MINING-COM-PANY, LIMITED.

Intimations.

NOTICE TO SHAREHOLDERS.

11HE Second Ordinary Yearly MEET TNG of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 4; Club Chambers, on THURSDAY, the 29th Septembar, 1887. at 3 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Account, and for the election of Directors and Auditors.

. O'D. GOURDIN;

Hougkong, September 19, 1887. HONGKONG AND TYPHAMPOA DOCK

NOTICE TO SHAREHOLDERS.

COMPANY, LIMITED.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT or Business Contributed during the Half-Year ended 30th June, 1887, on or before the 30th Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors, DAVID GILLIES.

Hongkong, September 15, 1887. 1795

COLLEGE OF MEDICINE FOR CHINESE, HONGKONG.

Under the Auspices of the Governor of

Rector-Hon. FRED. STEWART, M.A., LL.D. Dean-Patrick Manson, M.D., LL.D.

THE INAUGURAL ADDRESS will be delivered in the CITY HALL on SA-TURDAY, October 1st, 1887, at 3 p.m., by Dr. Patrick Manson. His Excellency the CTING GOVERNOR in the Chair.

The WINTER SESSION commences on MONDAY, October 3rd, 1887. Students are to Assemble at the ALICE MEMORIAL HOS-PITAL at 8 a.m.

PROFESSORS, LECTURERS & DEMONSTRATOUS. Ambulance and Duties in the Field-Dep. Surgeon-General Lawer, and the Officers, Army Medical Staff. Anatomy-JAMES CANTLIE, M.A., M. B.

Botany-CHARLES FORD, F.L.S. Chemistry - W. E. CROW. Esq. * Dental Surgery-HERBERT POATE, D.D.S. and JOSEPH W. NOBLE, D.D.S. Demonstrator of Anatomy -A. DE C. SCAN-LAN, A.M.S., M.R.C.S., L.R.C.P. Forensic Medicine :-Medical Jurisorudence-Ho Kal. M.D.

- C.M., M.R.C.R., BARRISTER-AT-LAW. Toxicology—W. E. CROW, Esq.*

Hygicne and Public Health—Hugh M'Cal-LUM, Esq. * Hygiene (Military)-Officers, Army Medical

Materia Medica and Therapeutics-D. GER-Medicine-Patrick Manson, M.D., IL.D. Obstetrics and Gunecology-WM. Young, M. D.

Ophthalmology -G. P. JORDAN, M.B., M. E. 6.1 Pathology and Morbid Anatomy-G. P. Jok. DAN. M. B., M. R. C. S. Physics - Rev. JOHN CHALMERS, M.A., LL.D. Physiology -- Ho KAI, M.B., M.R. C.S. Surgery, Principles and Practice-James

CANTLIE, M A., M.B., F. B. C. S. Surgery, Pathological and Special-G. P. JORDAN, M.R., M.R.C.S. Surgery, Military-Officers, Army Medical

*On obtaining permission of the Local Government.

FEES for the Full Course-200 dollars payable in one sum, at the beginning of the first Winter Session. When paid in two sums, Fees are charged at the rate of 220 dollars. When paid in four sums, Fees are charged at the rate of 240 dollars. Two Belillos Scholarships, value CD dollars a-year each, to be held for two years. are bestowed upon Students of the Collegu, studying at the Alice Memorial Hospital. Clinical Surgery, Medicine and Obstetrica-are taught daily in the Wards of the Alice Memorial Hospital. The average attendance of Patients at the Alice Memorial Hospital amounts to about 30,000 annually.

Special arrangements have been made with the Principal Medical Officer of the Army Medical Staff to carry on the work of training Chinese for Medical Military Duty. For further information, apply to JAMES CANTLIE.

Secretary to the College. Hongkong, September 20, 1887.

X/EAK EYES—The sight in this case W might be perfect for seeing both near and far, but the Eyes get quickly fired when reading or writing and are often very much affected by a strong light. These cases are CURED by using Mr. LAZARUS

> No. 75, HONGKONG HOTELT For a few days only, CONSULTATION FREE. -

NEAR SIGHT-Where the sight is only defective for seeing distant objects. Mr. LAZARUS' SPECIACLES enable the wearer to see objects at all distances perfectly and with safety. No. 75, HONGKONG HOTEL, For a few days only,

CONSULTATION FREE.

OLD SIGHT-Vision only defective for reading and writing, all difficulties are removed and the sight restored as in Youth and with perfect base to the Eyes by using Mr. LAZARUS' SPECTACLEL. No. 75, HONGKONG HOTEL,

For a few days only, CONSULTATION FREE. Mr. LAZARUS' TUNIO GLARE SPECTACLES give the greatest relief in most cases of Menralgia and Disziness caused

by excessive exposure and are the surest preventative of sunstroke. N. LAZARUS_By Special Appointment to H.E. THE VICEROY and GOVERNOR GENERAL of India. No. 75, HONGKONG HOTEL,

For a few days only, CONSULTATION FREE

日六初月八年亥丁

THE HONGKONG CRICKET CLUB

THE Annual MEETING for the purposo of receiving the Committee's Report for the past season, and of passing the Accounts, and Electing the Committee and Officers for the coming season, will be held at the PAVILION, on FRIDAY, the 23rd September, at 5.15 p.m. sharp. ERNEST J. COXON,

Acting Hon. Secretary. Hongkong, September 15, 1887.

CHAS. J. GAUPP & Co., Chronometer, . Watch & Clock Makers. Jewellers, Gold & Silversmiths. TAUTICAL, SCIENTIFIC AND METEOROFOGIOAL.

INSTRUMENTS. VOIGTLANDER'S CELEBRATED . --BINOCULARS AND TELESCOPES. CITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY. in great variety. DIAMONDS

DIAMOND JEWELLERY Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

Steamers.

THE CHINA & MANILA STEAMSHI COMPANY, LIMITED.

FOR MANILA (DIRECT.) The Co.'s Steamship.

Capt. McCastin, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 4 p.m. For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hungkong, September 10, 1887. - 1819

UNION LINE.

RUSSELL & Co.,

FOR NEW YORK VIA SUEZ CANAL. The Steamship Captain Logan, will be despatched for the above Travancore. Port on or about the 23rd Instant. For Freight or Passage, apply to

Hongkong, September 16, 1887. 1804

FOR BANCKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM SHIP COMPANY, LIMITED.

The Company's Steamer Kong Bend. Captain F. W. PHILLIPS, will be despatched for the above Port on SATURDAY, the 24th Instant, at 10 a.m.

For Freight or Passage, apply to YUEN FAT HONG,

longkong, September 21, 1887, 1837 NAVIGAZIONE GENERALE

ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG & BOMBAY · Having connection with Company's Mail Steamers to

ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), AND GENOA. --

dee to MARSEILLES, all Mediter-RANEAN, ADRIATIC, LEVASTINE HUD SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN, GULF and BAGDAD. The Co.'s Steamship

Capt. Demarchi, will be despatched as above on ATURDAY, the 24th Instant, at Noon At Bombay, the Steamers are discharging PRINCE'S DOURS. For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, September 21, 1887.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Tuking Cargo de Passengers at through rates NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship. Orestes,
Capt. Hurchison, will be despatched as above on SATURDAY, the 24th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, Soptomber 10, 1887.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-

PANY, LIMITED. FOR SHANGHAL HIOGO AND ---YOKOHAMA.

The Co.'s Steamship

Ningchow,

G. L. Castle, C'mander,

will be despatched for the above Ports on or about the 24th Inst. -For Freight, &c., apply to -ARNHOLD, KARBERG & Co.,

Hongkong, September 19, 1887.

PRICE, \$2 PER MONTH

Shipping.

Steamers.

STEAM TO YOKOHAMA, VIA NAGA SAKI AND KOBE (Passing through the INLAND SEA.)

The P. & O. S. N. Oc.'s

Steamship

Thibet

will leave for the above places on SATURDAY, 24th September, at Daylight,

E. L. WOODIN, Acting Superintendent. P. & O. S. N. Co.'s Office." Hengkong, September 12, 1887.

The Steamship will be despatched for the above Ports on SATUR-DAY, the 24th Instant, at Noon. For Freight or Passago, apply to

Hongkong, September 15, 1887. 1792

CHINA NAVIGATION COMPANY, LIMITED.

MELBOURNE. The Co.'s Steamship

will be despatched as above on SUNDAY, the 25th Instant, at The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Salcon and Cabins. are situated forward of the Engines. Second Class Passongers are berthed in the

Agents. Hongkong, September 19, 1887.

FOR SWATOW. The British Steamer

HOP HING HONG, Hougkong, September 20, 1887. 1830

OCEAN STEAMSHIP COMPANY.

Captain Jackson, will be despatched as above on SUNDAY NEXT, the 25th Instant. For Freight or Passage, apply to

THE GIBB LINE OF STEAMERS.

-QUEENSLAND PORTS, and taking through Cargo for TASMANIA:

FOR SYDNEY MELBOURNE AND

New Grinia. Capt. WALE, having arrived with part cargo from Japan and Fooshow, will be despatched as above on or about the 25th Inst.

Managers. Hongkong, September 14, 1887. 1789

SHIRE LINE OF STEAMERS.

The Steamship the above Ports on the 26th Instant." This Steamer has superior Passenger Accommodation ...

For Freight or Passage, apply to ADAMSON, BELL & Co.,

. SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG. The Steamship

Breconshire.

the above Ports on FRIDAY, the 30th For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, September 20, 1887. 1834

Sailing Vessels. NORTHERN PACIFIC RAILROAD.

FOR UNITED STATES AND CANADA, (VIA YOKOHAMA & TACOMA.) The American Ship Alexander Gibson

to grant through Bills of Lading by her. For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 15, 1887. 1791 FOR NEW YORK. The 3/3 L.1.1. American Ship

Governor Robie,
BLANCHARD, Master, will load
hers for the above Port, and will have quick despatch. For Freight, apply to

Hongkong, August 22, 1887.

of the above ACENCY. H. J. H. TRIPP. Hongkong, September 20, 1887

PARIS AND EUROPE:—AMEDET PRINCE & Co. 36, Rue Lafayette, Paris.

Cannon Street, E.C.

NEW YORK .- ANDREW WIND, 21, Park SAN, FRANCISCO and American Ports AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GOEDON & GOTCH, Mck-

binerne and Sydney. CEYLON :- W. M. SMITH & Co., THE APOTHEOARIES Co., Colombo. SINGAPORE, STRAITS, &c.: - SAYLE & Co., Square, Singapore. C. Heinszen CHINA :- Macao, F. A. DE CRUZ. Swatoro, QUELUH & On Amoy, N. MOALLE.

Foochoie, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALHE. Yokohama, LANE, CHAW-FORD & Co., and KELLY & Co. Banks.

NOTICE. DULES OF THE HONGKONG

SAVINGS' BANK 1. The business of the above Bank wil be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 1

at one time will not be received. . No depositor may deposit more than \$2,500 in any one year.

Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the

Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest. 4. Interest at the rate of 32 per cent, per annum will be allowed to depositors on

their daily balances.

.- Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal... Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

Navings' Bank Business is forwarded free. by the various British Post Offices in Hongkong and China. .-Withdrawals may be made on demand but the personal attendance of the denositor or his duly appointed agent, and the production of his Pass-Book

- Correspondence as to the business

the Bank if marked On Howakowa

HONGKONG & SHANGHAI BANKING

T. JACKSON,

CORPORATION,

Hongkong, September 1, 188 5 HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE LIABILITY OF PRO- 37,500,000 COURT OF DIRECTORS. Chairman-O. D. BOTTOMLEY, Esq. Deputy Chairman-Hon, J. BELL IRVING. W. H. F. DARBY, Esq. | Hon. A. P. McEWEN. H. L. DALRYMPLE, S. C. MICHAELSEN,

W. H. FORRES, Esq. J. S. Moses, Esq. H. Hoppius, Esq. Hon. F. D. Sassoon. | address could be ascertained. CHIEF MANAGER. Hongkong,..... THOMAS JACKSON, Esq. Shanghal...... EWEN CAMERON, Esq.

HONGKONG. N Criveent Deposit Account at the rat of 2 per cent. per annum on the daily interested, embedying,-On Fixed Deposits:-For 3 months, 3 per cent, per annum,

4 per cent. n 5 per cent. " LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted: Drafts granted on London, and th chief Commercial places in Europe, India

T. JACKSON. Chief Manager. Hongkong, September 20, 1887.

Notices of Firms.

Australia, America, China and Japan,

NOTICE. CHAIKALLY FAZULALLY begs to requested to apply at once to Mr. C. P give Notice that he has This Day CHATER, stating the numbers of the lots for Disposed of his Business and the whole of which they are agents, when copies will be his Stock of MILLINERY, DRAPERY, &c., to Mesers. STRINGER & Co., of 117, Queen's Road, who will carry on the Business in their own Name at 6 & 8, Peel Street and Wellington Street.

Hongkong, September 1, 1887, NOTICE,_

FESSES, STRINGER & Co. having This Day PURCHASED the STUCK-IN-TRADE of SHAIKALLY-FAZULALLY, MILLINER, DRAPER, &C. of 6 & 8, Peel Street and Wellington Street, beg to intimate their intention of Removing the whole of their present Stock from 117 Queen's Road to the above mentioned Premises, where they intend on future to carry on Business. Hongkong, September 1, 1887. - 1730

TAKASIMA COLLIERY AGENCY.

NOTICE.

HAVE This Day RESUMED CHARGE

NOTICE. THE PARTNERSHIP existing between Mr. KENNETH DOUGLAS ADAMS and Mr. James Lyon Playfair Sanderson, at Foochow, Canton, Macao and London, under the Style of BIRLEY & Co., EXPIRED on 28th February last through effluxion of

Notices of Firms.

NESS at Foschow, is being carried on by generally :- Bran & Black, San Fran- Mr. James Lyon Playfair Sanderson,

under the Style of SANDERSON & Co. Foochow, September, 1887.

NUTIOE TTE Have authorized Mr. A. MACCLY-MONT to Sion the Name of our Firm per Procuration from this date. JARDINE, MATHESON & Co. Hongkong, September 1, 1887. 1679

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED. THE Ordinary General MEETING of SHAREHOLDERS in the above. Company will be held at the Office of the Undersigned, on SATURDAY, the 24th Instant, at Noon, for the purpose of receiving the Report of the General Man-

agers, together with a Statement of Accounts The Transfer BOOKS of the Company will be OLOSED from the 16th to the 24th .—Sums less than \$1. or more than \$250 September, both days inclusive.

General Managers.

Hongkong, September 14, 1887.

DOUGLAS LAPRAIK & Co.,

POSTPONEMENT OF MEETING OF MARINE LOT-HOLDERS MAR. C. P. CHATER gives Notice to the MARINE LOT-HOLDERS and to the ATTORNEYS and AGENTS of absent Marine Lot Holders that the MERTINO proposed to be held at the City Hall on SATURDAY NEXT, the 17th Instant, CANNOT, with due regard to the Important Interests concerned, be USEFULLY held on that day, and he begs that the MARINE LOT-HOLDERS and their REFRESENTATIVES WILL MEET HIM at the

same place on SATURDAY, the 1st Octo-

her next, at 2:30 p.m., instead of on the

vitation, received many valuable Sugges-

Mr. CHATER has, in response to his In-

day originally appointed.

views of the Government thereon. Hongkong, September 16, 1887. TAR. C. P. CHATER INVITES IVI OWNERS and the ATTORNEYS of AGENTS of absent Owners of Marine Lota West of the Swimming Bath, TO MEET HIM in the CITY HALL OD SATURDAY. the 1st October, at 2:30 p.m., for the pur pose of considering and discussing the Proct for the Reclamation of the Foreshore extending from the Gas Works to the Swimming Bath, submitted by him to the Government in his letter to the Acting Colonial Secretary of the 13th July, 1887, and approved of by the Government with

certain conditions and limitations as set forth in the Acting Colonial Secretary's letter to Mr. CHATER of the 11th August These Letters were published in the local papers on Friday and Saturday, the 12th and 13th August, and copies of them and of this invitation have been posted to every Marine Lot Holder resident in the Colony,

and to the Agent or Attorney of every

absent Marine Lot Holder whose name and

. The Plan, dated 6th August last, referred to in the Acting Colonial Secretary's letter is, from this date, on exhibition in the room of the Chamber of Commerce at the City Hall, and is open to the inspection of LONDON BANKERS .- London and County all persons interested. It shows the minimum quantity of reclaimed land to which each Marine Lot Holder will be entitled under the scheme.

Mr. O. P. CHATER will be glad to Receivecommunications in writing from all persons (a.) Objections to the scheme in whole or (b.) Suggestions for its improvement or

(c.) Pointing out any matters in connec tion therewith that stand in need of explanation or development. Mr. CHATER invites these communications that, in his capacity as intermediary between the Government and the Lot Holders, and to enable him the better-to serve both parties, he may have an opportunity before the Meeting on the 1st October, of submitting any proposed alterations or modifications to the Government, and be in :

amendment in any direction.

Agents of Owners who have not received the Circular letter and copy of the correspondence above referred to are earnestly forwarded without delay.

Hongkong, 16th September, 1887. 1702

NOTICE

may be proposed.

HER MOST GRACIOUS MAJESTY'S JUBILEE-T having been decided to UELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th Hongkone and China Gas Company, and 10th November, all MEMBERS of the LAMITED: COMMUNITY are INVITED to Co-operate with I have herewith much pleasure in testi-

By Order, J. H. STEWART-LOCKHART, Honorary Secretary, Hongkong, September 15, 1887. 1796

WANTED.

A N EUROPEAN WOMAN, to take A charge of Three Children, 8, 6 and Apply to A. B. C., care of China Mail

TATHEREAS it has been brought to the

By the Governor's Command, Sandakan, 6th August, 1897.

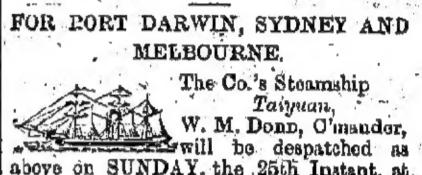
TO SHIP-MASTERS, SHIPPING AGENTS, &o.

thorised to pay such orders.

Hongkong, September 5, 1887,

FOR KOBE AND YOKOHAMA

GEO. R. STEVENS & Co.,



Poop. A Refrigerating Chamber ensures. the supply of Fresh Provisions during the ontire voyage, A duly qualified Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Capt James Young, will be despatched as above on SUNDAY, the 25th Instant, at 8 a.m. For Freight or Passage, apply to

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

BUTTERFIELD & SWIRE, -Hongkong, September 21, 1887. 1838

Calling at PORT DARWIN AND NEW ZEALAND, &c.) The British Stoningr

For Freight or Passage, apply to GIBB, LIVINGSTON & Co...

FOR YOKOHAMA AND KOBE D. Davies, Commander, will be despatched for

Hongkong, Soptember 19, 1887. 1824

W. WARING, Commander, will be despatched for

will be despatched from Yoro-HAMA -about 4th Proximo for TACOMA, in connection with the above Railroad, and the Undersigned are prepared

RUSSELL & Co.

ST. ANDREW'S CITY HALL, HONGKONG. TO-MORROW. EVENING.

HALL

23rd September, 1887. GRAND COMPLIMENTARY BENEFI

R. PLANTAGENET LITTLEWOOD HONG KON N.G LADIES AND GENTLEMEN

MATEURS Musical Scientions by Signor Cattaneo. PROGRAMME:

.-FantasiaLucretia Borgia Signor CATTANEO. 2. Recital, Virginia MAGAULAY. Mr PLANTAGENET LITTLEWOOD. 3. -Ballad, 'If'PINSUTI, Mr R. WITHERS.

. WALLACE Mrs. R. FRASER-SMITH. 5 .- Recital, 'Queen Mab'. (Romeo and Juliet). SHAKSPEARE. Mr PLANTAGENET LITTLEWOOD. 6 .- Song, 'Golden Land' ... Matter. Mr S. GOWER.

Duet. The Fishermen ... GABUSSI.

MraFRASER-SMITH & Mr C. H. GRACE.

are brightest' (Mari. .

Interval. Signor CATTANEO. 2.-Recital, How Jane

Conquest rang the JAS. MILNE. Mr PLANTAGENET LITTLEWOOD. -Song. 'Charity' PINSUTI. Miss STOPANI 4. -Song, Queen of the Earth '.....Prisuri Mr STEWART-LOCKHART.

5. - Recital, 'The Ladies' ... MARK TWAIN. ME PLANTAGENET LITTLEWOOD. 6 .- Song, The Song of Love's Sentinel '.... MATTEL Mr C. H. GRACE. 7.- Durot, 'O wert thou in the chuld blast MENDELSSOHN.

Mrs FRASER-SMITH & Miss STOPANI 'NATIONAL ANTHEM!

Performance to commence at 9 o'Clock. ADMISSION :- TWO DOLLARS.

KELLY & WALSH'S, LIMITED. Hongkong, September 22, 1887.

For Sale.

FOR SALE I TWO Beautiful PONIES, One Bay Shet-I land PONY, One Black High Stepper Manila PONY, perfectly decile and well FOR REMEMBER THIS IS THE FAREWELL broke for harness or saddle. They can be seen at CHIARINI'S CIRCUS every day from 9 to 12 a.m. where more information can be given. Hongkong, September 14, 1887. 1788.

FOR SALE. ULES: MUMM. & CHAMPAGNE, Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

Baxter's Celebrated 'Barley Bree WHISKY,-\$72 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884. - 1187

Notices to Consignees.

UNION LINE. NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND PENANG.

HE Steamship - Havre, Captain La Ponte, having arrived from the bove Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods Cargo impeding the discharge of the steamer will be at once landed and stored

at Consignees' risk and expense, and no Fire Insurance will be effected. 'All Claims against the Steamer must be presented to the Undersigned on or before the 24th Instant, or they will not be reognised.

RUSSELL & Co...

Hongkong, September 12, 1887. FROM ANTWERP, PENANG AND SINGAPORE.

THE Steamship Watergeus, Capt. Scott having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

Cargo-impeding the discharge will be at once landed and stored at Consignees risk and expense. SIEMSSEN & Co.,

Hongkong, September 19, 1887. FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Electra. Captain MADSEN. having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

less notice to the contrary be given before Noon To-DAY, the 20th Instant. Any Cargo impeding her discharge will) p.m.; same day; all Parcel Packages be landed into the Godowns of the Kow-LOON PIER AND GODOWN Co. and stored at of same is required.

Consignees' risk and expense? No Claims will be admitted after the lestined to points beyond San Francisco Goods have left the Godowns, and all Goods remaining undelivered after the 27th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Inst., at 10 a.m. No Fire Insurance has been effected.

SIEMSSEN & Co..

Notices to Consignees. STEAMSHIP ANADYR

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES

MARITIMES.

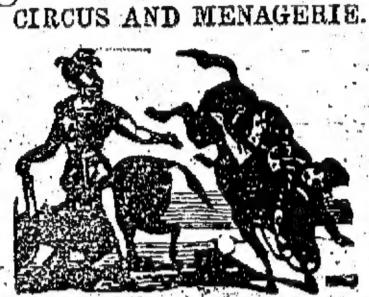
MONSIGNEES of Cargo from London ships Ramanul and Manche, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium Treasure and Vicinibles -are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optiona Cargo will beforwarded on, unless

intimation is received from the Consiguoes before Noon To-DAY (Friday), the 16th Instant, requesting it to be landed here. Bills of Lading will be countersigned by he Undersigned.

Goods remaining unclaimed after Fat-DAY, the 23rd Instant; at Noon, will he subject to rent, and landing charges at one cont per packet per diem. All Claims must be sent in to me on o before SATURDAY, the 24th Instant, or they No Fire Insurance has been effected.

G. DR CHAMPEAUX. Hougkoug, September 16, 1887.

fo-day's Advertisements. CHIARINI'S



To-night, 22nd September, 1887,

POSITIVELY LAST DAY. RAND GALA NIGH'TA For the Benefit of the PROPRIETO'R AND DIRECTOR. SIGNOR OHIARINI.

Always the Best Night of the Season. -MONSTER-PROGRAMME. Tickets may be obtained at Mesers. EVERYTHING ATTRACTIVE PLACED BEFORE

> Signor CHIARINI takes the opportunity of his GRAND GALA and BENEFIT NIGHT, in which he will put into Requisition all the trongest Elements of his Troupe in order to leave a good remembrance of his Exhibition, to thank the generous Inhabitants of Hongkong for the liberal Patronage they

have given to his Amusement. L MAYA,

 Secretury. Hougkong, September 22, 1887. -PUBLIC AUCTION

T ANE, CRAWFORD & Co. have been Instructed to Sell by Public Auction. on Board of the Hulk Anton Gunther, near Lai-chi-kok, on

MONDAY, the 26th Instant, at Noon, -THE FOLLOWING GOODS:-19 Bales GREY SHIRTINGS. 7 " T-CLOTH 32×24 " SPANISH STRIPE.

1 Piece LASTINGS. WHITE SHIRTING. -T-CLOTH $_32$ - \times 24, MUSLIN. 20 Doz. COTTON HANDKERCHIEFS FOREIGN TOWELS. 100 Packages LAMA BRAID. 76 Boxes WOOLLEN THREAD.

146 Packets MATCHES. TERMS OF SALE, -Cash on delivery. A STEAM LAUNCH will leave for the Hulk at Eleven o'Cock.

LANE, CRAWFORD & Co., Auctioneers.Hongkong, September 22, 1887. U. S. MAIL LINE,

PACIFIC MAIL STEAMSHIP COMPANY

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOROHAMA, AND SAN FRANCISCO. THE U.-S. Mail Steamship CITY OF NEW YORK will be despatched for San - Francisco, via Yokohama, on Hangko TUESDAY, 11th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans-portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted England, France, and Germany by al trans-Atlantic lines of Steamers. First-class Fares granted as follows :-To San Francisco \$200.00

To San Francisco and return, 350.00 available for 6 months To Liverpool 3. 333.00 rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to beobtained on application. ... - Passengers, who have paid full fare, re-

Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance does not apply to through fares from China and Japan to Thurope. Optional Cargo will be forwarded un- Freight will be received on board until 4 p.m. the day previous to sailing. Parce Packages will be received at the office until

ombarking at San Francisco for China or

Consular Invoices to accompany Cargo in the United States, should be sent to the Company's Offices in Sealed Envelopes

addressed to the Collector of Customs at San rancisco. For further information as to Passage and Freight, apply to the Agency of the Jompany, No. 504, Queen's Road Central. C. D. HARMAN.

SHIPPING

ARRIVALS. NETHERLANDS INDIA SPEAM Geptember 22, 1887 :-NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND SOURABAYA, VII SAIGON -SELL & Co.

AND SINGAPORE. The Co, 's Steamship Capt. Wilkens, will be despatched as above on SATURDAY, the 24th Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, September 22, 1887. DOUGLAS STEAMSHIP COMPANY, LIMITED.

To-day's Advertisements.

FOR SWATOW, AMOY AND ... TAIWANFOO. The Co.'s Steamship

Capt in HUNTER, will despatched for the abo Ports on SATURDAY, the 24th Instant. For Freight or Passage, apply to " DOUGLAS LAPRAIK & Co., General Managers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Hougkong, September 22, 1887.

FOR CHEFOO AND TIENTSIN The Co.'s Steamship despatched as above on SATURDAY, the 24th Instant, at 4 p.m. For Freight or Passage, apply to

JARDINE, MATHESON & Co.,. General Managers. *Hongkoug, September 22, 1887.

FOR SALE. THE FRENCH SCREW STEAMER LLISUS Of-1;173 Tons Gross, 778 Tons Net Regis ter, with all her TACKLE, APPAREL and APPURTENANCES, as she now lies meored in this Harbour. Stoamer has a New Boller put on her;

For further Particulars and Cards of In-

she was Built in 1863.

apection apply to BAN HIN CHAN & Co... 85. Bonham Strand West. Hongkong, September 22, 1887.

NOTICE. THE CHINA GINGER MANUFACTUR INCSCOMPANY LIMITED

A PPLICATIONS for SHARES in the -above Company should be sent in, addressed to the DIRECTORS, at the Office Road-Central, before the 30th Instant. Hongkong, September 22, 1887.

Kwang Lee; Chinese str., from Whampoa Oxfordshire, British steamer, 998, C. Jones, Saigon September 17, Rice. Rus

Kutsang, British steamor, 1,495, W. H. Jackson, Shanghai September 18, and Swatow 21. General, -JARDINE, MATHESON & Clara, German steamer, from Whampoa.

Orestes, British steamer, 1,323, J. Hutchinson, Liverpool August 26, and Singapore September 16, General, -- BUTTERFIELD & SWIRE.

DEPARTURES

September 22:-City of Rio Janeiro, for San Francisco. Amigo, for Amoy. Chingtu, for Thursday Island and Sydney. Decima, for Bangkok: P. N. Blanchard, for New York. Benalder, for Singapore and London. Yanatsze, for Shaughai. Atholt, for Saigon. Haiphong, for Coast Ports. Visayas, for Amoy and Manila.

OLEARED. Fee Cheu, for a cruise. Melita, for Cebu. -Raulton Dixon, for Kutchinotzu Knoan , Lee, for Shanghai. Clara, for Chefoo and Tientsin. Sussez, for Saigon.

PASSENGERS. ARRIVED. Per Oxfordshire, from Saigon, 50 Chinese Per Kutsang, from Shanghai, Mrs Roland and family, Mr Howell, and 57 Chinese. Por Orestes, from Now York, Messre C. Catteler, T. Dumas, and 4 Chinese; from Tunis, 1 Frenchan; from Singapore, 500 Chinese.

BREATHING. Per Yangisze, for Shanghai, Messrs Katwinckel, Wm. Rose and D. Schnobe. Per City of Rio de Janeiro, for Yokohama 1 Chinese; for San Francisco, Judge J. Bell, wife and daughter, Mr. J. Bonham Carter, 2 Europeans, and 154 Chinese. Per Decima, for Bangkok, 10 Chinese. Per Hydaspes, for Shanghai : from Hong-

kong, Mrs J. Weston, Messra G. M. Campbell-and W. R. M. Parr; from London, Mossrs T. Tolliday, J. Mills, T. Calshaw Per Haiphong, for Foodbow, Mr J. E. Silbermann; and 220 Chinese, for Swatow. Per Benal fer, for Singapore, 12 Chinese.

Per Atholt, for Saigon, 150 Chinese. TO DEPART. Per Brindist, from Hongkong : for Singapore, Messrs G. Van Deldon and M. Van Deldon; for Bombay, Messrs D. Hoosungjee and M. A. Shaik Kunnoodin and native

Per Kwing Lee, for Shanghai 50 Chinese. SHIPPING REPORTS The British steamer Oxfordshire reports: On 21st instant, experienced, 20 miles South of Hungking a heavy gale of wind commencing at E.N E., blowing hardest at East,

veering to E.S.E. and S.E. Squalls blowing hurricans force with very heavy rain, The British steamer Kutsang reports From Shanghai to Heachu, fresh S.W. of Messis. J. G. Smith & Co., 43, Queen's winds and rain : Mence to Swatow moderate N.E. winds and fine weather. From 1848 Swatow to Hongkong, strong Southerly and

S.E. winds squally with rain, with very heavy S.S. W. swell. On the 2'nd instant, spoke steamer Yung Ching, English Mail steamer and American Mail steamer. The British steamer Orestes reports: Experienced very good weather until 20th instant, then very heavy typhoon. Left Ulysses at Jubal on the 26th Aug. brought on one saloon passenger for Shanghai.

POST OFFICE NOTICES MAILS will close:-For SHANGHAL -Per Kwang Lee, at 3.30 p.m., on Friday, the 23rd inst.

For SAIGON. Per Chelydre, at 3.30 p.m., on Friday, the 23rd inst. For BANGKOR. Per Tritos, at 4.30 p.m., on Friday, th 23rd inst. For HAIPHONG .-

Per Marie, at 5 p.m., on Friday, the 23rd inst. instead of as previously notified. For NAGASAKI, KOBE & YOKOHAMA Per Thibet, at 5 p.m., on Friday, the 23rd For BANGKOK. Per Kong Beng, at 9.30 a.m., on Saturday,

for SWATOW & BA GKOK. -Per Mongkut, at 10.30 a.m., on Saturday, the 24th inst., instead of as previously notified.

For KOBE & YOKOHAMA.-Per Geelong, at 11.30 a.m., on Saturday, the 24th inst. For SAIGON, SINGAPORE & BATAVIA Per Horneo, at 11.80 a.m., on Saturday, the 24th inst.

For STRAITS & BOMBAY .-Per Stura, at 11.30 a.m., Saturday, the 24th inst., instead of as previously For CHEFUU & THENTSIN .-Per Lee Bung; at 3.30 p.m., on Saturday,

the 24th inst. For SWATOW. Per Pakshan, at 5 p.m., on Saturday. the 24th inst.

MAILS BY THE BRITISH PACKET. -British Contract Packet Brindis will be despatched on FRIDAY, the 23rd Inst., with Mails for the United Kingdom, Europe, and countries beyoud, vid Brindisi; to the Straits Settlements, Netherlands India, Burmah Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

e usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH MAIL he following hours are observed in closing Mails, &c., by the British Contract Packet :-Day of Departure,— Noon. - Money Order Office-closes.

2 P.M. Rogistry of Letters coases. Posting of all printed matter-andpatterns ceases. P. M. - Mail closed, oxcopt for Late Letters. 3.10 P.M. -Letters may be posted with Late Feb of 10 cents until 3.30 P. M. -- When the Post Office closes 3.40 r.m.—Late Letters may be posted

on board the packet with Late Fee of 10 cents until time of departure.

Shipping. hm English Mail leaves for Ports. of Call and Europe Meeting. 5.15 p.m.—Meeting of Members of the Hengkeng Sricket Club. Amusements.

MEMOS. FOR TO-MORROW

9 p.m.—Performance at the City Hall. Miscellaneous Goods per Steamer Inadyr unclaimed

after Noon subject to rent. General Memoranda. SATURDAY, September 24 :--Noon - Meeting of Shareholders of the Douglas Steamship Co., Ltd., at the) General Managers office.

Goods per Haire undelivered after th

date subject to rent. Monday, September 26 :--Noon.-Auction of Sundries on Board the Hulk Anton Gunther. Tuesday, Soptember 27 :--

Goods per Electra undelivered after thi date subject to rent. THURSDAY, September 29 :--3 p.m.—Meeting of Shareholders of. Puniom and Sunghie Dua Samantan

Mining Co., Limited, at No. 4, Club Chambers. FRIDAY September 30 :-Application for Shares of The Ch be sent in before this date. Statement of Business with the Hongkong

SATURDAY, October 1:-2.30 p.m. -Mr. O. P. Chater invites the Owners and the Attorneys or Agents of the Swimming Bath, to meet him in the City Hall. 3 p.m.—Inaugural Address of the Colleg

of Medicine for Chinese, Hongkong, delivered in the City Hall, by Dr Patrick Manson.

WATSON & Co., LIMITED.

OUR NEW SEASON'S" VEGETABLE

SEEDS OWREADY FO DELIVERY.

VEGETABLE PARCEL, price \$7.50 FLOWER PARCELS, \$10 & \$5.

PECIAL FLORISTS SEEDS in separate named varieties.

CATALOGUES ON APPLICATION. THE HONGKONG DISPENSAR Hongkong, September 20, 1887.

BIRTH. On the 22nd September, at No. 22, Caine Road, the Wife of Mr. JAMES MOONEY, of

at 7.20 p.m. The China Mail.

The publication of this issue commenced

CONGRONG, THURSDAY, SEPTEMBER-22, 11887.

TELEGRAMS.

(From Singapore Papers.) CAPTURE OF MOONLIGHTERS. London, 13th September. An ambuscade of Police captured eight men of a highest order of pianoforte playing, and gang of moonlighters in an attack upon a Herr Köhler proved himseli & distinguished farmstead in county Clare. During the and talented artists in each moroeaux of encounter an Tuspector was killed, and

others of the force wounded. THE GOVERNMENT'S ACTION

DENOUNCED. London, 13th Sept. In the House of lommons last night, Sir William Harcourt ehemently attacked the action of the Government in stopping public meetings in Ireland,-pronouncing it a flagrant illegality which Englishmen would never stand. Mi

ladstone concurred Mr Balfour retorted that when Earl Spencer was Viceroy, numberless meetings were stopped, and, to adhere more strictly to the point, the present Government will persist in firmly upholding the law.

London, 14th Sept .- Mr Dillon demand ed lenient treatment of Irish political prisoners. Mr Balfour declined to draw any distinction between the inciters to crime Kubabl in the Gulf of Sheet about a mouth and the actual perpetrators. Mr Parnell bitterly denounced the barbarity of this decision, and declared the Government answerable if the I rish people retaliated. Parliament will be prorogued on Friday

LOCAL AND GENERAL.

Stentor, 16; Kaisow, Guy Mannering, HOMEWARD BOUND: James Watt, Aug. 12 Aberdeen, 30 ; Nestor, Cassandra, Sept.

The Canadian Pacific Line steamer Parthio about 22nd inst. The steamship Ira waldy, with the FRENCH and may be expected here on or about went ashore the crew were assisted in the Thursday, the 29th inst. This Packet brings replies to letters despatched from efforts to lighten the vessel by a party of Hongkong on July 14.

9; Hankow, Prometheus, 16.

The P. M. S. S. Co.'s S. S. City of New York, with the AMBRICAN MAIL of be expected here on or about Thurs- by Mr Moalls; it fetched \$1,010, the day, the 80th inst.

The China Shippers Mutual S. N. Co. steamer Ningthow left Singapore on the 17th inst., and may be expected here on or about the 23rd inst. The Union Line steamship Victoria left singapore on the 17th inst., and me

be expected to arrive here on or about The Shire Line stamper Glamorganshire left Singapore on the 19th inst., and may be expected here on or about the 25th The Glen Line steamer Glengarry, from

London, left Singapore for this port on the 19th inst., and may be expected here on or about the 25th inst. The steamship Arratoon Apear, from Calcutta, left Singapore on the 20th inst. and may be expected here on or about the 27th inst.

A cowkeeper, residing at Shek Tong Shui got his licence taken from him at the Police Court to-day for permitting his premises to of be kept in a filthy condition.

THE Agent of the P. M. S. S. Co. informs. us that the S.S. City of New York, with . Mails, &c., from San Francisco to the 1st inst., via Honolulu, has arrived at Yokohama, and will leave for this port on the

THE Chinese Mail has a sensible article on Ginger Manufacturing Co., Ld., should an abuse of long standing which is becoming how-a-days, one would think, intolerable and Whampon Dock Co., Ltd., to be even to Chinese Officials. The great sent in before this date. City collects and takes in cast-away babies in large numbers, mostly girls. After of absent Owners of Marine Lots West | nursing them for a short time the Institution sells out these little ones at a good profit. They used to be sold to respectable natives who either adopted them or made them domestic slayes, the price varying from \$10 to \$20; but now thrice that sum can be got from crimps who take them to Hongkong or elsewhere, to be exported for the vilest purposes. It is easy for women to pass such babies off as their own on board steamers, and many are so passed off from day to day. Surely it is high time for the Canton Authorities to forbid the sale of children from the Foundling Hospital.

> Two Mahomedans, Rabi Solman and Rabi Almers, were charged at the Police Court to-day with unlawfully obstructing Inspector Swanston by not allowing him to remove a dead body from the steamship Brindisi. It appears that on the 23rd August, one of the crew, a Mahomedan, died on board that vessel while she was lying at Jardine's wharf. The doctor refused to give a medical cortificate, and the Inspector consequently went on board to remove the body. The two defendants, one of whom was a brother of the deceased, interposed and threatened to kill the Inspector if heremoved the body, although they had been told they were at Hoerty to perform all the watchings and rites enjoined by their faith. Eventually, however, the doctor gave a certificate that there was no reason to think that death occurred from other than natural hauses. The only excuse which the defendants gave for their conduct to-day was that they wished to bury the body in accordance with the Mahomedan rites. They were each fined \$2.

Hene Köhler- gave his second pianoforta. recital in St. Andrew's Hall last evening before a very fair audience, the ball being nearly full. The programme selected was une capable of testing the calibre of the the programme. The brilliant rendering of the Finale from Mendelssohn's 1st Concerto was a perfect and finished study throughout, as was also the charming rendering of Jensen's Mill-wheel. Between Nicode's Tarantella and the Hungarian Rhapsody he played a part of Lizzt's Gondoliers, which, we understand, he is to give in full at his next concert. Herr Köhler received enthusiastic applause during the evening, and the audience seemed thoroughly to appreciate a treat which one seldom has the op-

portunity of enjoying. The third concert

will likely be given on Monday next,

and we would advise all who have not yet

heard this distinguished musician not to

lose this opportunity, THE B. S. Ulysses, one of the O. S. S. Company's fleet which went ashere on a reef at ago, is expected to become a total wreck. The fore-part of the vessel has got firmly fixed on the zeef, and although there is a depth of fifteen fathoms water under her stern all efforts to bring her off have been unsuccessful. The Orestes, which arrived here to-day, was ordered to proceed to the assistance of the Ulysses, and took five steam-pumps CUTWARD BOUND :- Flintshire, Ulysses, Fee- along with her for that purpose, but even chen, Aug. 16; Victora, H. Haarfager, with these powerful appliances no diminu-23; Amphitrite, Glaucus, 26; Anchises, tion in the quantity of water in the vessel.

Metapedia, Sept. 6; Glenfinlas, Niobe,
9; Benlawers, Telemachus, Sachsen, 13; could be made. After spending five days at Kubabl without much result, the Orestes proceeded on the outward voyage. A large proportion of the cargo of the Ulysses had to be jettisoned, but, as the after-part of the ship remained was to leave Yokohama on the 10th tight, a good deal of it was preserved inst., and may be expected here on or unharmed. Some of it, we understand, which has been consigned to merchants in Matt of Aug. 26, was to leave Singapore Hongkong, will be brought on here by the on Thursday, the 22nd instant, at6 a.m., steamer Glaucus. Soon after the Ulysses

the Lat Sept., is to leave Yokohama The wreck of the s.s. Tientein was sold by on Saturday, the 24th instant, and may Public Auction at Amoy on the 14th instant

seamen from H.M.S. Falcon,

purchaser being a Chinaman,

Vessels Advertised as Loading.

	Destination.	Vesic's.	. Captain.	- Agents.	Pate of Leaving.
	Bangkok	Kong Beng (s)	F. W. Phillips	Yuen Fat Hong	Sept. 24, at 10 a.m.
	Bramen and Ports of Call	Necker (8)	Baur	Norddentscher Lloyd	Sept. 29, at 4 p.m.
	Chefoo and Tientsin	Geelong (s)	Jackson	Geo. R. Stevens & Co Butterfield & Swire	September 24, at noon September 25.
	London, and Ports of Call London and Hamburg	Brindisi (8)	M. Waring McCaslin	Adamson, Bell & Co Russell & Co	September 30. Sept. 23, at 4 p.m.
	Marseilles, Genoa, &c	Stura (s)	Demarch	Carlowitz & Co	September 24, at noon September 29, at noon
	Nagasaki, Kobé and Yokohama New York, via Suez Canal New York	Governor Robie	Blanchard	Russell & Co	Quick despatch.
	Port Darwin, &c	Gaelic (s)	W.M. Dodd.	O. & O. S. S. Co.	October 1, at 3 p.m.
	Shanghai, Hiogo and Yokohama Singapore, Penang and Calcutta	Ningchow (8)	d'A. de St. Croix	Jardine, Matheson & Co	September 19, at noon
)	Swatow	Thates (s)	Hunter	Gibb, Livingston & Co	About September 25.
	Vancouver (B.C.), via Yokohama Yokohama and Kobé	a Parthia (s)	C. Brough	Adamson, Bell & Co	Sept. 29, at 3 p.m.
		QUADE T	IST. —QUQTATI	ONS SW	темвек 22, 1887.
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	O PO TALL	TOT GOATUTE	OATS:	

						1			
	Nos. of Shares	Value.	Paid- up.	Pos	TION PER	LAS: Bala	r Report.	Last Dividend	Olosing Quotations, Cash.
BANKS. ong and Shanghai Bank Corp.	60,000	s មេ	all	\$ 3	,930,000	3 W	8,228.50 at orking a/c	30/ for 1/2 year to June 30/87	129, buyers
INSURANCES. China Insurance Co., Ld	5,000	e 1 2 2 1	E ĉu	Tis.	100,000	Tls.	406,132.00	Tls. 23.65 for 1886	Fis. 250, nominal
sze Insurance Company, Ld	8,000	ξ · 2	ail	£	50,000		3,059.76	7 % for 1886	Tis. 102, sellers
Insurance Society Co., Ld	10,000	5 - 254	8 25	8	614,000	\$	314,012.96	\$61 p. sh. /85	\$80 per share, sellers
Traders' Insurance Co., Ld			8 25	8	600,000	8	187,524.75	20 % Vannum	₹ 6 5 0
Insurance Office Co., Ld			8 50	13	188,000	\$	494,405,00	10 % for 1885	\$71, sales
e Insurance Co., Limited					8,711 50	3	125,771.29	8 % for 1886	\$225 per share, seller
ong Fire Insurance Co., Ld	8,000	\$ 25		8	,000,000	3	328.567.46	\$27.60 for '85	\$380, Dec.
Fire Insurance Co., Ld					612,500		243,738,44	\$ 6 for 1885	877, sellers
ore Insurance Company, Ld.			\$ 20		·	8	17,000		\$19, buyers
traits Fire Insurance Co., Ld.					Charles in the	\$ -			\$18; buyers

20\$ 200,000 8 75,832.52 STEAMBOAT COMPANIES. 5,9-1.80 7 % half year 97 % prem., buyers all HK. C. and M. Steamboat Co., Ld. 40,000 5 8 % - par nominal Douglas Steamship Co., Limited 20,000 \$ 50 all Indo-China S. N. Company, Limited 18, 387 2 4,387.5.97 % for 1885 121 % dis., sellers 60.000 shares issued..... Jama and Manila S. S. Co., Ld. 3,500 5 - MINUELLANEOUS. 1,492.91 to June 30/87 73 %, prem., sales Tkong & Whampos Dock Co., Ld. 12, 500 1,527.3.11 10 % and 2 % 3130 per share, buyers, fully HK. and China Gas Co., Limited. 5, 100 £ 1, 900 £ 678.94 June 30 1887 \$185 a . er div., nominal Hongkong-Rotel Company, Lt. 3,000 shs. issued 13,431.53 6 % for 1 year \$147 Ohina Sugar Company, Limited...... 15,000 s - 12 % for 1886 \$50 ... Hongkong Ice Company, Limited ... 5,000 \$ nominal all Hongkong Baker, Company, Ld. ... 600 }
Luzon Sugar Company, Limited ... 7,000 \$
Perak Sugar Cultivation Co...... 5,000 Tl. 514.58 10% for 1886 \$110 ex div., nominal nominal 229,303.18 None \$50 a u Tls. 18 " Perak Tin Mining & S'ting Co.

should be marked to address in full; value Punjom & Sunghie Dua Samatan } 40,000 \$ of same is required. \$111, buyers HK. & Kow. Wharf & Godown Co. 17,000 \$ 48 % prom., sellers H'kong Rope Manufactory Co., Ld. 3,000 \$ 235 per share, buyers A. S. Watson & Co. Limited. 3,800 \$ HK. High-Level Tramways Co., Ld. 1,250 \$ 12 % prem. June 16&Dec. 1 1 1884 c.... Oct. 15 1886 z..... 5 % prem. T700,000 T1, 250 March & Sept.

Chinese Imp. (Ch. Bank Loan) 1885 2790 \$ 500 all * Equalisation of Dividend Fund, + Depreciation and Insurance Fund.

THEO. S. S. Company's steamer Orestes, THE CANADIAN PACIFIC ROUTE. which left Singapore on the 16th instant

was 16.41 N., 113, 37 E. there was a

east sky and a heavy North-cast sea. The barometer then stood at 29.56 and wes gradually going down. The wind North-west. At 2.40 the vessel's en-Blowed. Gradually increasviolence: the wind before and the sea had begun to run, high The barometer at the hour mentioned stood at 29.42, and the wind was still North-west. At 7 p.m. the ship was put round to the southward and the engines put on full speed-barometer, 29.38. At nine o'clock the glass was still falling and it was deemed advisable to stop the ship and bring her head round to the North. After this - the engines were with wat sufficient speed and there was a high, confused sea, causing the vessel to roll heavily and to Abusinia were far from inviting. ship large quantities of water. The bar, at twelve o'clock stood at 29.24. The 'wind had got into the West-north-wast about 9.20, but at midnight it was West. hour the barometer 29.15, the wind having shifted to the West-south-west. The lowest wind which was now South-west was blowing. Marshall and his wife were not to blame B perfect hurricane. At o n.m. the glass had risen to 29.12 and the wind blew, still with hurricane force, from the South-south- they were not unsuccessful, and as time west, with a very high sea. The ship began to proceed at full speed at 5.30 with her head to the East. Up to eight time we entered the Gulf of Vancouver, on o'clock the gale continued to blow very hard, but an hour afterwards both the beautiful scenery, or more gorgeous sunset wind and the sea began to moderate, and none of us ever experienced or witnessed. the barometer had risen to 29.25. From that time all the way to port the baronister good augury for the new line. gradually rose. The wind continued steady from the north-north-east and the sea was high all the way. The Orestes seems have suffered but very little from the

mate of the S.S. Geelong, was dismissed by Mr Mitchell-Innes at the Police Court today, after he had heard the evidence of Mr Hamilton Gardner, the second mate. This witness said that on the 15th inst. just after the ship arrived from Kobe the defendant was cleaning his revolver in his cabin. He was working at three cartridges which had stuck in it the day before. Witness was working forward and on getting to and that, whew ! not a patch on the reality. the funnel looking aft he saw a Chinese aft and saw a Chinaman on the top of a man at the top of the port had a rope in his Georgia. All the way from Shanghai hand and gave it a turn at the stauchion. Witness shouted to the men to clear off. making fast came on deck. Witness gave him a shove forward and the man walked dian Pacific. Well, it took me 201 days to off the peop. Witness also shouted to the find this out for myself. man on the cross bar to come up, but he would not. Witness then heard two shots ed through the Castoms and checked with with a revolver. After that the man fell into the water, and he heard a third shot. Witness did not see who fired the shots, but he was confident they did not go any way third Chinaman afterwards came on deck and behaved in an insulting manner.

THE case against Mr Arthur Fisher, chis

Queen's Road West last night. The fire broke out in the first floor of No. 76, which is occupied as a druggist shop on the ground floor and as a lodging for coolies above, The cause was the usual one -namely, the upsetting of a kerosino lamp. As there was a pretty large quantity of inflammable flames being fanned by a brisk breeze. The fire-brigades were speedily on the spot, and a large volume of water was thrown on the burning house. The flames had, however, spread to the adjoining house burned fiercely for nearly an hour; and at tim. The house is occupied as an eating house and tea-shop, and might almost be considered a four-storey house, having a surt of cockloft above the verandah on the third floor. The height of this house rendered it difficult to ply the water on the top of it, where the flames were most intense. The firemen, however, succeeded in saving the house although it was considerably damaged by water, and the fire was put out about an hour and a half after the first alarm. This m rning there was a small outbreak at the corner house, but it was speedily out before much damage was done. All the property is said to be in-

One of the representatives of the sensational round the world in order to inspect the rushing round the confines or border of a round, struck her again. A quantity of the British Empire, and his impressions are to levely valley, beautifully watered with cargo on the deck of the junk was knocked London and the provinces. The coaling then alowly creeping up the face of a hill, being frightened got on to the steamer. atations are to receive special attention.

for Hongkong, and arrived here to-day, ing extracts from a private letter, giving a reports having encountered the recent spirited sketch of the first experiences of a typhoon on the 20th. The vessel had fine China resident who went home recently by weather up to the latter date, but at noon way of Vancouver and the Canadian Pacific

that day; when the position of the ship Railway; A man could not find much to say while strong increase on the wind, with an over-being hurried over a new route at the rate of about a thousand miles every 34 days, for that was about the actual time. Tho arithmetic of the business is this :-Started from Shanghai 21st May, reached Liverpool 2nd July, equal Days 42 Allow for gain on Meridian.

	-
Tot	al 4
	0.50
at Kobo	0.50
at Yokohama	3.50
at Vancouver	
	2.00
at Quebec	1.50
at St. Lawrence in fog	2.00 1

in the mood for journalising, having been compelled almost to take the route via Vancouver I therefore went determined to take a jaundiced view of everything, and fully confident that everybody would be on my side ere traff the journey were accomplished. I was wrong-completely out. meyer made a worse shot; so I had to hide my diminished head. I am very pleased I risen to a heavy gale came home through Canada At the outset things did not look promising. The accommodation and appointments of the small and dirty, and almost destitute of furniture; Saloon also limited-in dimensions and not over clean, etc.; attendance bad. The food was plentiful, but the cooking, and the 'spread,' and the bread were, well-not what they ought to have been. And then the cold -44 deg. all the way at 2 a.m. on the 21st over the Pacific and no stove in the saloon nor one in the little box, '8 feet square, yelept the smoking room on the upper deck. into which I could seldom enter because of the smoke from half a dozen draw poker' pipes which were aglow from morn till dawy eve. But a truce to grumbling. and they really did what they could to make every one of us passengers comfortable and happy. In the latter passed and the passengers got to know each other, things got settled into a pleasanter groove, and we were a happy family by the 13th June-a day never to be forgotten by any one of us, for a lovelier day, or more It was the crowning of our latter-day hap-

reached the 49.50 parallel, on which we ran nearly all the way over; weather fine but dull; wind light and slightly ahead, very cold (44 and 45 deg. Fahr.), and what a contrast to the Indian Ocean and Red Sea, in temperature and sea. Why, we scarcely saw a white crest in all our 146 days' steaming, and I wore a heavy peajacket which I had built in Yokohama on purpose. If you come home by the C. P., don't burthen yourself with light clothing, nor with much clothing of any kind let your traps be few, handy and light, but -warm. That's my advice. I speak at least as rouards the season and temperature of early June. Nor did we experience any milder weather before ontering the Gulf of Vancouver. But there it was heavenly. never saw, and certainly never could have farcied such a sunset outside of a theatre If you were to get hold of all the longest and best-sounding words in existence, and mast chafing the nit-most boat. He ran all the most gorgeously, splendiferously. painted works of art; including the entire lut of the most destructive of fires, volcacable port and another Chinaman under noes, rainbows, moonlight scenes, autora neath another port further up. He took | borealis, et hoc genus omne, and pile all tothe man, who was hanging on to a cross-bar gether in one vast conglomerate, and have a regular flare up, -- you could not approach at the port, to be in the act of stealing. The an unclouded sunset in the Straits of would not confess that the C. P. was the best route; but here I became an hones and enthusiastic convert. I confessed and The rope was let go and the man who was | denied not - I am glad I come home this way. But you will ask me to say which is the better way the P. & O. or the Cana-

piness on the Abyest ia, and, as I took it,

We left Yokohama on the morning

31st May, and steamed North-east until we

Vancouver, 14 June. - We said good-bye to the Abussinia, and had baggage all passout any trouble or expense. Got aboard the train and settled down in my section of car, Yok hama, Start delayed some what by the non-arrival of an Indian (unble Red Man) Picnic. During delay finished optical survey of the 'city,' which near the man who fell into the water. A is a city built of wood, paved with wood and surrounded by wood, and wooden- wong AFOH v. THE headed were the inhabitants, since nothing could be got out of them saving that the place being constructed of wood and so consequence of a collision which took place severely inflammable, just one year before between the plaintiff's junk and the steame took fire and was burnt out, stock, lock and Powan, belonging to the defendants, barrel-not a vestige remained, and the place had all to be re-architected-and was in course of being rebuilt. And yet the hotels | Wotton and Deacon) for the defendants. flourished—one almost for every house and I noticed this as a characteristic of \$970.36, the damages being arrived at chiefly every city (!) in British Columbia. When in consequence of the loss of cargo caused by ever the train stopped, the city or station, the collision and the actual payments mad consisting perchance of half a dozen (if so by the plaintiff for repairs upon his junk. many) log cabins, had as many hotels for The damage to the goods on the junk was And then we were off. Shortly we drew up | with the particulars sat forth. For loss to let the Indian excursionists pass. And account of the delay caused by the neces such a crowd ! but loyal withal, and appar- sary repairs on the junk \$300 was claimed ently happy as the day was long. Several the loss under this head being estimated at bands of music in the train, and all braying | 830 per day, which the plaintiff stated that 'God save the Queen' and other choice he made with his junk. The collision ocmorceaux at the same time. Passed Port curred very early on the morning of the

stuff in the house the fire spread rapidly, the the accommodation of man (and beast). caused by the steamer Powan in accordance No. 78, also a druggist shop. This shop Moody, the light of which as a city has been 29th June last. The junk left Lam Chan extinguished in three or four short months for Hongkong in the afternoon of the 28th by the extension of the railway to and the having cargo and passengers on board. one time it seemed likely that the large establishment of the terminus at Vancou- Very early in the following morning she riage wonderment ever-increasing, crowd! life. The junk was quite helpless to ge ing my poor brain and mind at the ever- out of the way and simply drifted.

precipice, or whisking round or through Mr Wilson said the Powan was on her way

and conjused as to make it utterly impossi- under the guard. ble for any one to diajoin and describe the This is not bad work; but I was not then slowly from spot to spot and devoting his could not do justice to it.

territory are really superexcellent. And west wind as we left the port, and therefore passengers went on board of the steamer

Prairies. Nothing interesting there. Long Hing. The joss paper made quite a blaze. long distances between stations, and longer still from farm-house to farm-house. The paper was burned near the belin. Occasionally the picturesque cow-boy, or a the time we burned the paper the steamer noble red wigwam; was passed; but even had come within a short distance of us. with those, and beautiful though the count | When we commenced to burn the paper try was, all just bursting with the budding | the steamer was about 100 cheong distant. freshness of apring the journey became We got all frightened by the time we had excessively wearisome. Nor did our state | finished burning the paper and she was up improve until we neared the more inha- to us. We brought up four opam lamps bited districts, the older settled portion to the stern and just as we got them up the of Canada-as Brandon. Winnipeg, Port steamer arrived. We had no masthead Arthur, and so on up to Montreal, which light, but we had a fore-most light. It was last city we reached on 'schedule' time a circular lamp, and was bought in Hongon Monday morning 20th June, after a kong for a quarter of a dollar. We were trip of 5 days 15 hours from Vancouver. Cost for one person, berth.

4/2 = £4.3.4 at 3/2 China exchange, Mexicans..... Add passage from Shanghai to Liverpool Incidental expenses, hotel Montreal &c. say

16 square meals, 75c. each

like, but then the passanger need not dis- side were damaged. It was the port side burse more than he pleases in that way, of the steamer that came into contact with place before you the cost for one indi- us. The cargo we lost consisted chiefly of pigs vidual which must be defrayed while the and pea-nut oil. The goods were consigned present regime lasts. That there will be to me for sale to the best customer. I have something done by way of reducing the had to make good the loss to the owner, and sleeping accommodation and the tariff soon I have the receipts. I produce a receipt for I am morally convinced. The chow-chow the money paid to the shipper on account rate, for instance, is absurd. You are of the loss of guods. I produce one receipt compelled to fill up thrice daily between for money I paid on account of the pige the hours of 8 a.m. and 5 p.m., a square lost. I had to go home and sell my daughmeal each time, or go without Passengers ter in order to make good that amount. ought to bette the option of a light break. produced another receipt for pea-nut oil fast, or a lunch, or specific dishes at an d la carte rate. Travelling with a wife and children, for instance, the square-meal I forgot to bring it here. The junk system would be both irksome and ruin- was under repair ten days. There are ously expensive-from \$5 to \$7 gold a-day, according to numbers, for food-alone. A nection with the junk. During the time slice of bread and butter, with a cup of tea the junk was under repair these people and an egg, would have been better for were out of employment. I would need every one of us of a morning, and a sand have \$30 a day because the yoyage is wich at mid day, than the claborate host- three days' duration, and we would make ness we were forced to go through and pay for. But it's all over, and I look back upon the trip with nothing but pleasure and satisfaction with myself for having made it.

SUPREME COURT. __. IN SUMMARY JURISDICTION.

(Before Mr A. J. Leach, Acting Puione

Thursday Sept. 22nd, 1887. MACAO STEAMBOAT COMPANY LIMITED Mr H. J. Holmes appeared for the

plaintiff, and Mr F. H. O. Wilson (of Messra Mr Holmes said this was an action fo school of journalism is about to make a run | were skirting a frothy, forming torrent, or | bow of the junk, and, causing bark to swing

the corner of a rock high above the roaring to Canton. She was going up the river with | collision occurred the junk was a long way If it were advisable to do so, I could in | and most clear-sighted man I have found We have been favoured with the follows format over which we hang as over an the flood tide, the wind being Westerly. She from the rocks; H could only see them this report give instances which would show out here. It may also be taken as evidence abvas. making the most of us and the was heading N. N. W. and going at the rate dimly. It may have been only one or that, in the matter of marks, the British of the sincere desire of the Sultan to be on toop or S fashion at a gradient of 41 feeb of the Powers, who was in charge of the Captain of the Powers once. the Pass at 10 p.m. of the 15th June. The Powan. The helm of the Powan was collision. I did not see them go overboard. paper. onn had long set, but the Penk of Mount ported more and kept hard-a-port; the Wong A Hing said-I am steerman on the Stephen towering far away above us almost whistle was blown and the engine stopped, On Tak Lee of which Wong Afuk is master. that in Chefoo few openings are left un-

morning found ourselves jammed at a At that time it was about half-an-hour after jured. The cargo on the deck consisting pretty place called Banff by the 'wash-out' midnight. There was no moonlight, chiefly of pigs and pea-nut oil was knocked of a bridge, i.e., a bridge destroyed by the It was flood tide, and the wind had overboard. The junk remained near the logs and debris brought down from the cessed. We had our sails up, but the steamer between one and two hours. mountains through the melting of the snows boat was not moving. We were keeping during which time we were passing pasand the consequent swelling of the river, her against the tide by rowing. I heard sengers over. After the steamer left we Experienced a delay of about ten hours: a sound and saw a light, and it was said it went inside and anchored. We kept her were ferried over the stream by means of was the light of a steamer. The steersman head right with two cars. The steamer trollies pushed by navvies, from the eastern said so. I called out burn joss-paper. had come out of her usual course. going train to the western, the passengers. I said to the steersman 'Set the lights' At this stage the case was adjourned till' from the latter crossing us to the train we and joss paper. He lighted some paper Monday at two o'clock. had just left, Started about 10 a.m., and and so did I. We burned paper throe soon we were in Manitoba and on the times. The steersman's name is Wong

and there was the for mast light as well. burning a cot on wick in it; the flame was 8.00 about the size of my finger. It was sup-12.00 plied by pea-nut oil. The light was at top of the foremast about 20 feet in height. 20:00 It was not very bright not so bright as the lights on the junks at Hongkong. The Powan came down on us.

26.32 the people called out 'save life.' water tanks were stove in and the water 350.00 | came flowing out. We were heading south Whon the steamer struck the junk all the goods on the deck were thrown linto the water. The passengers climbed up on the 410.00 Powan and got on board by the port holes There are expenses, such as tips and such The bulwarks of the junk on the left hand

> It cost over sixty taels to repair the junk I have a bill of particulars for that also, but fifteen men altogether employed in conthree voyages during the ten days. make from \$40 to \$120 on each voyage. I would require \$30 a day because I have large payments; \$800 per month would be sufficient to pay my expenses. I had to pay my men their wager while the repairs to the junk were going on, and I had also to provide food for them. My expenses every day amount to over \$20; 230 would be sufficient to meet them. We got to Hongkong about three o'clook in the morning of the 29th June. On the 30th several of the foreigners from the Powan came to examine the junk. There were three of them. I did not understand

prete He asked me how much money it

would require to put my boat right. I said

Gross-examined by Mr Wilson, witness smallest in marking, is fatal. Orientals are travelling when necessary at the vate of said-We lighted our foremast light on the most suspicious in these matters. The fifty miles as hour. The line is to be night of the 28th about seven o'clock. That italies are not mine, but appear in the letter brought in from Haidar-Pasha to Scutari is the usual practice. The lamp holds about of the applicant for information. half a bound of oil. It was not trimmed after being lit that night. We arrived at | dent upon the imitating the marking of | These works, it is understood, are to be the place where the flood tide-stopped us bales so closely as to prevent all 'suspicion' commenced forthwith, as also the extension about half-past twelve. We were almost on the part of the Oriental, then the trade of the line to Ada-Bazaar, the first stage on casting anchor. A short time after we had is in a bad way. The Oriental is suspicious | the road to Angora and Bagdad. reached the Point we saw the steamer. We it is true, but of what? He is suspicious The fortunate possessors of this conces had not been moving for about half an hour. (and apparently not without reason) that sion—the winners, as it may well be said When we stopped we were heading South when an article is offered to him, it may not of the Grand Prix of Enterprise in Turkey east but at the time of the collision we were be what it seems He remembers, perhaps, -are Messrs. Altand Zeefelder, the lessees heading due east. When the steamer came that on a certain occasion he bought a piece of the Haidar Pasha and Ismid Railway in contact with us the water bore down on of shirtings, or other material which bore a Great credit is due to them for their the junk and caused her head to slew round particular mark and that this material was perseverance, for their rivals have been to the East. The man who was on the good and serviceable. He wishes to buy many, and the contention sharp. Unless; watch, Lam Atung, was asleep when the another piece with the same mark, not as however, the abreve perspicuity of the steamer came on to them. The steersman the home manufacturer would seem to sup. Sultan bad been brought into play, the was the first person on board to notice the poss-because the mark itself possesses matter would still have remained in the field corner house, No. 80, would also fall a vio ver, and lots of land, eligible and worth a reached Lam Kut Point. At that time the steamer. He immediately told me of it. some charm for him, but because the of unsettled issues, for it is but the other short time back \$1500, are not now sale wind had dropped and there was a strong We first saw the steamer over the starboard material bearing that mark, previously pur- day that a very severe blow was struck at able at \$50. Bowling along through pine head tide. The sails were up, but the ves- bow. She was then about 100 cheong dis- chased by him, was eminently suited to his the Alt-Zeefelder, proposals in the strong woods, before us, belind us, on either side, sel was unable to make any way owing to tant I was frightened when I saw the needs. As he does not wish to be taken in recommendation sent in by the Military everywhere, we approach the Rockies, and the strong tide that was running against steamer first, and I could not say which of by a fraudulent imitation bearing the same Council to the Sultan to adopt the narrow night overtakes us, or we overtake night her. Some of the crew were rowing or the steamer's lights I saw first. It was the mark, he is rendered susplcious by any slight gauge system as the one best suited for Then the beds were made. I ought to have sculling, but the junk was making no green light I saw first. When I first saw ideparture from the mode of packing, or Turkey. This was the system advocated said that borths have to be secured at Van- headway. An approaching light was seen the steamer I saw two lights, one was marking which he had noticed as peculiar by the French group, but fortunately the conver before starting cost, \$20 American at a distance of about 100 cheong. Seeing red and the other green. I know that to his original purchase. (=4/2) to Montreal, which is heavy. The this light apparently coming towards steamers carry several kind of lights. The Chinese purchaser will buy an article the constructors would benefit by the reducbeds, per se, are extremely comfortable, but him, the master of the junk directed but I den't know on which sides of the that suits him, no matter what mark it may tion of cost, the country would auffer in the sleep the first night is impossible; the rock- papers to be burned and called to the vessel the different lights are carried bear, or how it is packed. Let the British increase of unleage and reduced speed ing is so awful. Rock me to sleep, steersman that the steamer was coming on The junk belongs to three partners and I manufacturer find out, through experienc- With the narrow gauge physical difficulties mother ! Don't trust to that any more if them and asked him to burn some paper am the managing owner. I own a third of ed merchants in China, or by means would have been avoided by sharp curves, you enter a C. P. sleeper. Before turning and get a light on deck. At this time the the vessel I always sail with her. She is of commercial travellers or special agents, and the line would have gone on serpentin. in-indeed, long before dark-we halted jank had a light at the masthead. Paper licenced to carry 150 passengers. When what things a Chinaman will huy at a price ing, as the Adrianople Railway does, to the at a station hotel and had a splendid din was burned three times on deck and four the steamer came up on us we were within to yield a profit to the importer. Let disgust of its wearled passengers, causing ner, consisting of delicious soup, excellent smoking lamps were brought up and placed 24 feet of some rocks and could not get out him then produce what is wanted, and them to traverse twice the actual distance. fresh salmon, lamb, mutton, toast beef, &c. on deck. As the steamer was still coming of the way. What I said to the Captain brand his manufactures with a mark All honour, then to the Sultan, who, in -for which the cost was \$0.70=3/. Turned straight on and was then about a hundred of the Power was not that \$150 would be not in imitation of existing ones but as his wise selicitude for his subjects' welfare out very early next morning and took my feet distant; the passengers and others on sufficient to cover the damage, but that I distinct from them as possible, and he may cut short all furthers discussion by an station on the platform in rear of the cape board got frightened and called out save wanted the Uaptain to make good the loss be certain that, so soon as the Chinese con- exercise of his Imperial prerogative decidof the cargo and repair the jank. Some of samer discovers that goods under this new jug that the most advantageous offer should the cargo on the junk belonged to people who | mark can be depended on as being exactly | be accepted. His Imperial Majesty has growing beauties of the scenery. Now we The steamer came on and struck the were on board at the time of the collision, what they profess to be, he will buy them. I thus given to England what was so keeply but none of the cargo that was lust be If the manufacturer will then ask for the sought after in France. It is a convincing

Re-examined by Mr. Holmes-When the every possible assistance.

straight up, and the white clouds, were still but the junk came on. Just before she I remember the 28th of June last when the explored in the search for an cutlet for gleaning like burnished silver and gold closed with the Powan the junk's helm junk left Lam Chan. We had cargo and British productions. from his beams. This is a very feeble and was put hard up and came right round un- and passengers. The wind was South-west. a very mixed sort of a description of the til she was heading almost in the same di- When we came to Lam Kut Point we saw there was money to be made by supplying ascent of the Rocky Mountains from the rection as the Powen, and her starboard the Powen. I. was steering. This was the Chinese with cheap grave-clothes. west; but the whole business is so mixed bow struck the port side of the Powen about *half-past twelve.- The wind had special cotton fibric with a high glaze on dropped and it was flood tide. Our boat it, to give it a silky appearance, was order-His Lordship said it was unnecessary to was making no headway. We got two ed from England, and dutiful children were sections one by one, unless he were to re- go into further particulars, and that he men to take ours and keep her enabled for a period to dress their morimain for ages in the territory, moving would hear the evidence. ... head steady. I saw a green light about 100 bund parents in funereal garments at an Wong Afak said :- I am master of the On cheong distant. I noticed nothing at first unprecedentedly low rate. The first thouwhole powers to the work; and then he Tak Lee junt. On the 28th of June I was but the light but afterwards I saw it was a sand pieces of this mutorial found a ready with the runk at Lam Chan, in the Sun On steamer coming. The master was standing, sale, at a handsome profit to the importer, fore last, did you? That's a secret. Several Yankees were 'on board.' They district, near Namtan. My junk is a two- secret The second thousand, however, hung so secret? Why, I didn't know it was secret. came from Frisco via Victorias to do the masted vessel of more than a thousand a steamer comfig. I also called out to heavily on hand that it was not thought she replied kind of regretfully. Well, did Canadian Pacific route and to compare it piculs capacity. She usually carries burn joss-paper. The master also called out worth while to import more. with the Central Pacific; and they, one poultry and goods to Hongkong, as well as to burn just-paper. We had a light at the lt is not known whether it was filial Tover thought of it since. I didn't know and all, caved in. The Central Pacific is passengers. On the date referred to we masthead on the fore-mast. The passengrand, the Rio Grande and Yosemite; but started from Lam Chan for Hon kong gers brought up four opium lamps on deck. ing grave-clothes before the death of the they are insignificant beside the Rockies. about half-past three in the afternoon. We When we tried to get out of the way of the person for whom they are intended. which At the months of such witnesses, therefore, had a large quantity of goods and over a steamer we did not alter the course of the led to the extinction of this promising you may take it that the British line and hundred passengers. There was a South- junk. When the steamer struck us our branch of the British import trade. it was against us. We sailed on until it was The damage done' to the junk by the We des ended the eastern slopes during dark by which we had reached Lam Kut Point collision was that the water tanks were the unconscious hours of sleep, and next which is on an island of the same name. broken and the side of the vessel in-

BRITISH TRADE IN CHINA.

Report for Chefoo.)

have received numerous applications, either | the resources of Asia Minor, and the iro directly or through the Foreign Office, from road about to be built is the one stroke merchants or Chambers of Commerce, for the barier which prevents access to then information on various matters connected. The experience of the last few years in the with trade. This information has been Aidin Villayet has abundantly shown given as far as possible, but there is one trade and commerce increase as the far feature in the applications which have ways are pushed inland, and what materi reached Chefno which should not be passed | prosperity follows the removal of physic

British manufacturers and merchants, that heath or bare steppe, as the iron hor the way to produce goods suitable for the makes its appearance, cotton and corn fiel Chinese market is to slavishly copy native | spring into existence, for their owners kno models—even to their imperfections—and that there is no fear now of their having to imitate favourite 'brands' or 'marks. | leave their crops to rot upon the groun I centure to predict that experiments in owing to the impossibility of reaching

Let the British manufacturer disabuse provisioning Constantinople in respect on his mind of the idea that the Chinaman is a to three articles of consumption—ho ridiculous person, who will buy goods-not butter, and meat-when Anatolia is wel cellence-but because a 'brand' or 'mark' Europe, with a large surplus for exportaworld, a more hardheaded, practical man at amination of the Custom-house records, and is of opinion that the main object of buying one year to another. a razor is to shave with it, and he, there- The new railway, as it extends inland beauty and finish are not necessaries in a the most productive ports of Turkey, and

manufacturer should in no way imitate the grain, hides and tallow, fruit, and oth native article, but that the imitation should staple products of the Angora distr be confined to essentials.

For instance, the shape of the short, greater quantities since the rece thick-backed Chinese rezor is admirably improvement of the roads, and au adapted to its purpose—the shaving of being the case with so very slight heads,—as anyone can testify who has seen amelioration of existing conditions, wh a native barber at work. The thickness of may not be expected to follow the constru the razor-back gives weight to the instru- tion of a railway? The Imperial Gover ment, and steadies the hand of the operator, ment, as a guarantee, grants the incres who, with the tips of his tingers just touch- of the tithes a naturally expected to fe ing the back of the razor, gently feels his low dove opment of ways and mean way, as it were, over the head being operat- but even without such belo there

Similarly, the native likes his scissors to the traffic receipts, as the line be made with large bows, as he finds these be the great through route for Asia Mir more convenient; the want of finish, char- to Kurdistan and Persia. Angora and acteristic of the native article, is by no other large towns it will connect are all means an attraction to him.

made to imitate native goods, were import- to cover working expenses. In its wie ed into Chefoo, but, up to he present, the relations the new line will bring In native buyer will not look at them except | closer to England by some four or five day at a price ruinous to the importer. In a late application for information, the either the Pacific or the Siberian. The following words occur: Particulars as to isting Ismid section is to be relaid. t

the making up and folding of the pieces, latary curves that, at present prevent

If the success of British trade is depen- ed from wind and sea in all directions.

longed to passengers. I would not have assistance of Her Majesty's Consuls to pro- proof of the Sultan's sagecity and of the brought the matter into Court if it had vent, as far as possible, the frandulent use | truth of the remark that has been made in be contributed to a number of papers in peaceful and placed rivers and streams, and into the sen, and some of the passengers not been that I was pressed to pay for the of this mark by other manufacturers, I am my hearing by more than one eminent perquite sure he wil obtain from the Consuls son who has visited Constantinople. His

strongest of us feel something knotty lie of about 8 knots, the fleed tide making at two cheeng. After the collision, when we manufacturer does not always fill the rôle of in our throats, and glad when we reached the rate of about 15 knots. The plaintiff's crossed Lam Kut Point we got a little wind victim; and the imperial Maritims Customs. a cannier spot. And so on and on, the junk was seen over the part how. She was which carried as along. We get up to the could furnish confirmatory evidence. Much scenery getting wilder and wilder and then steering an exactly parallel course to point by mon of the two ours. We did has been said lately of the loss of Britever wilder. And we crossed the Fraser, the Power so that they were part to part, not alter our surse in any way just before lish trade, through the anathy of British River Canyon Bridge; then we crossed and if each vessel had kept her course they the steamer struck. We were going to merchants. Whatever may be the case the Selkirk Pass, rising and falling, could easily clear each other. The pulk comoont and then anchor. The pigs that elsewhere, I do not think this accusabut still upwards-excelsion; and we reached had no light whatever. When at a distance were on deak were not in baskets but in a tion can be brought against the British

the Glaciers. Then up the hill basin in of about 120 to 150 yards the second mate place partitioned. I have only seen the merchants in Chefco. I am inclined to think that nearly everything that seemed his speech. to the 100 and we came to the Kicking vessel, told the man at the helm to give her By the Court—The height of the junk likely to yield a profit has can tried; but, Horse Pass; at the summit of the Rocky a little more room, and the helm was ported. above the deck is about I ft. 8 inches. as a merchant said to me the other day, Mountains. Such scenery! My dear While this was being done or immediately That was the protection which prevented When we get held of a soft thing we make fellow no mortal pen can describe it; it is afterwards the junk was noticed to after the pigs from falling into the water. There the most of it, but of course we don't go in the Bible, called out one of the opposisimply awful. We touched the summit of her course as if to cross the bows of the were seventeen pigs went overboard in the and publish all about it in the Times news-

One instance will be sufficient to show

It appeared to one enterprising firm that

THE NEW THROUGH ROUTE TO

An Imperial irade by the Porte has been

issued granting to a group of British financiers the privilege of constructing a railway to Bagdad: The full significance of this event, save a

correspondent of the Globe at Constantinople, may not at first appear, but those wi know the country and its present condition will readily recognise the enormous influ ence it will have upon the future of As Minor. It marks a new departure in the political economy of Turkey, the dawn renewed prosperity, and the approaching From Acting Consul Bristow's Consular restoration to Constantinople of her lo commercial crown as the emporium of the During the year 1886, Consuls in China East. Volumes have been written upo difficulties to freedom of intercourse. Who It seems to be taken for granted by many I there was previously nought but the scrubb this line will result in failure, and loss to market. Fancy a sum of not less th 3,000,000f, being annually spent abroad

on account of their intrinsic value or ex- capable of supplying the whole of Turkey in strikes his fancy. There is not, in the tion. Such is the fact disclosed by an exa bargain than a Chinese buyer. Is it sup- the greater portion of this money goes to posed that when a Chinaman buys a coarse- Russia, the hereditary for of the Empire: ly-finished native razor; with an untrimmed It is well known that in many districts of twig for a handle, that he has a liking for Asia Minor more than half the crops are its coarseness, or that extra finish of the left to rot upon the ground, and the peablade or handle would be distasteful to santry have no incentive to raise more than him? It is not so at all. The Chinaman | will enable them to drag on existence from

fore, insists that it should cut. As, however, will tap between Ismid and Angora some of razor, he, as an economist, declines to pay a very large increase of trade will natura r - single extra cash for a uscless luxury. - follow, as in the case of Smrrus; after t I do not mean to say that the British extension of its lines. Moh ir, catt already begin to appear at Ismid every prespect of good returns from the present caravan-route, so that a trai Recently some textile fabrics, expressly | already exists that would more than suff thus providing a mail route shorter th and the marking of the bales or packages higher speed than twenty-five miles per are most necessary, and of vital importance. hour being improved away, and the whole The slightest defect in appearance, or line is to be so constructed as to admit of so as to offer a port at its terminus protect-

Sultan was wise enough to soo that, although

good terms with England.

Some one throw a head of cabbage at Lauatius Donnelloy while he was making a speech once. He paused a second and said Gentlemen. I only asked for Your ears : I don't care for your heads!" He was not bothered any more during the remainder of

A KINGSTON orator in a debating club recently said : . 'An honest man is the noblest work of God, as the Bible says,' 'It isn't tion. 'Well, it ought to be,' triumphantly xelaimed the orator as he continued his address. - Kingston Freeman.

The young Lord Carmarthen, in conduct ing a canvass for election to the British House of Commons, exhibited a sharp wit-During a speech be made several happy recorts upon persons who sought to annoy him Among them was this: Does your mother! know you're out ? was asked .: 'She does.' replied the little ford; but she hopes to hear on Tuesday that I am in-

"SAY.' said Berkey to his wife yesterday at dinner, you didn't say/anything to any one about what I was tolling you night beyou tell it? I want to know.' Why, no;

Quotations. Hongkong, September 22. PIUM-New Patna, cash,.. 4787 to 4811 New Benares, cash, 4821 New Malwa, cash... 520 Allowance, Taels... 44/48 Old Malwa, cash, ... 540/60 Allowance, Tacis ... 48/80 Persian, Oily, cash 550 Allowance, Taels... None

ho	Persian, Paper fied 650 Allowance, Taels None
u.	Exchange.
ia	Honokono, Sept. 22.
ho	n Loudon—
of i	Bank Wira
st	On demand 3/21
he	Bank, Wire, 3/2 On demand, 3/2 , 30 days sight, 3/2 , 4 months sight, 8/2
on	4 months sight, 8/21
on	Oredits, 4 ,, 3/22
at	Oredits, 4 3/22 Documentary, 4 months sight, 3/22
m.	On Paris— On demand,
he	Un demand, 4.02
0W 11-	Oredits, 4 months' sight, 4.10
ial	On domand 771
only	On New York— On demand,
ro	n Bombay—
by	Wire. 2291
180	On demand 'Opa"
de	On Calcutta—
OW.	On Calcutta— Wire, 2231 On domand, 224
to	On domand, 224
nd	I I I I I CANALITERI W
4.	en demand, 728
an in	Gold Leaf 100 fine
aly	On demand,
ur,	Powersans
eli	Temperature.

(Taken at Mesers Falconer & Co.'s Premises, Queen's Road, BAROMETER- 9 A.M.... 29.97 THERMOMETER-9 A.M....

Do. (Wet bulb) 9 A.M. Do. Do. Do. 4 P.M. Maximum ... Do. Minimum over night 80

lly he	B	CHINA COAST METEOROLOGICAL REGISTER. SEPTEMBER 21.—AT 4 P.M.								
her rict in ent	Rarometer red to see lovel	Temperature	Humddity.	Durestion.		Weather.	Rain during previous 24 hr.			
an hat uo- rn- aso iol- ns,	Bolinao 29.78 Haiphong. 29.65 Hongkong 29.66 Amoy 29.82 Foochow 29.80 Shanghaj 29.79	02 82 88 91	91 81 73 62 85	rse se e	228411	0000				
om will nor the	Nagasaki. 29.88 Wi'ostock. 29.69 Septemb	59 EB 2	-	nnw at 10	5	0 0	0.80			
on ffiq lice der	Bolinao 29.91 Manlis — Haiphong. 28.17 Hongkong 29.91 Amoy 29.96	81 84 85	79	88	33	٥٥١١٥	0.20			
dia ys, uu ex- the	Shanghai. 20.98 Nagasaki. 29.96 Wlostock 29.76 The typhoon a	54 ppes	67	o hav	4 2 4 e p	BBBOO	over			
3	phong. It has	prol	abl	y ente	rec	nor	thern			

Annam by this time. W. DOBERGE, Government Astronomers

Hongkong Observatory, September 22. 1. BAROMETER, reduced to 32 degrees Pahrenheit, and to the level of the ses in inches, tenths and hundredths. 2. TEMPERATURE, in the shade in degrees

8. Heminity, in percentage of saturation, the jumidity of air saturated with moisture being 4. Direction or Wind; to two points.

6. FORCE OF WIND, according to Beautort -6. STATE OF WEATHER, b blue sky, o desched clouds, d drizzling, rain, flog, g gloomy, t hair, t lightning, o overrast, p passing showers, squally, r rain, s suow, t thunder, w visibility, 7. RATH, in inches, tentha and hundredthe.

METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer 29.91 Temperature .. Humidity . Direction of Wind . Isr Force Weather

Hongkong Observatory, Sept. 21, 188 SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.) SEPTEMBER. HIGH WATER

Day of Morn. Aft. Hises. H. M. 5.50 5.51 5.51 11.65 0.44 0.24 1.42 5.51 6.51 1.4 3.19 1.47 6.49 5.51 Migh water at Whampoa : 2 hrs. 30

mine. later than at Hongkong; at the Barrier : 3 hrs. 15 mins. : at the Salt Flats: 3 hrs. 30 mins.; at Shameen: -3-hrs.-45-mins.

Moon-First Quarter 21d. Oh. 41m. siter. Majesty Abdul Hamid Khan is the best

4			ILL CHINA MAIL. [No. 7519.—September 22, 1887. SRIPPING IN CHINA, JAPAN,
To Let.	Prospectus.	Mails.	Merchant Vessels in Hongkong Harbour. Exclusive of late Arrivals and Departures reported to-day. SRIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.
TO LET.	THE RAWANG TIN MINING COMPANY, LIMITED.	COMPAGNIE DES MESSAGERIES	WHAMPOA. WHAMPOA. Vessel's Name. Flag & Rig. Destination.
Apply 10	INCORPORATED UNDER THE INDIAN COM-	MARITIMES. PAQUEBOTS POSTE FRANÇAIS.	To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into cleven Sections, commencing at vessel's Name. Flag & Rig. Destination. The facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into cleven Sections, commencing at vessel's Name. Flag & Rig. Destination. Amoy Brit. str. Hongkong
DAVID SASSOON, SONS & Co. Hongkong, May 25, 1887. 504	LIABILITY OF SHAREHOLDERS H LIMITED. \$125,000,	MADRAS, CALCUTTA, ADEN, SUEZ,	Shipping or unitway between such shore are marked c., in conjunction with the figures denoting the sections. Section. Section. Section. Section. Therefore the Gas Works. 7. From Naval Yard to Blue Buildings. Poking Brit. str. Shanghai
TO BE LET: With Immediate Possession.	Payable as follows:— \$2 on application; \$4 on allotment; \$2 on 1st December, 1887; \$2 on 1st	MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA,	7. From Naval Yard to Blue Buildings. 3. From Clas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Naval Yard to Blue Buildings. 5. From Blue Buildings to East Point. 6. From Rellett's Island to North Point. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings. 9. From Kellett's Island to North Point. 10. Kowloon Wharves.
SUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Building recently occupied by	On 1st December, 1887; \$2 on 1st February, 1888. No further Calls to be, made without a Notice of one month, and	MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX,	i. From Paddar's Wharf to the Naval Yard. 10. Kowloth What yes. 11. Jardine's Wharf. 12. Kowloth What yes. 13. From Paddar's Wharf to the Naval Yard. 14. From Paddar's Wharf to the Naval Yard. 15. Kowloth What yes. 16. Kowloth What yes. 16. Kowloth What yes. 17. Kowloth What yes. 18. Kowloth What yes. 18. Kowloth What yes. 19. Kowloth What yes. 10. Kowloth What yes. 10. Kowloth What yes. 10. Kowloth What yes. 10. Kowloth What yes. 11. Jardine's Wharf. 12. Kowloth What yes. 13. Jardine's Wharf. 14. Fokien British
Messrs. Melchers & Co. These Premises are well adapted for OFFICES or STORES.	Notice of one month, and each Call not to exceed S21 per Share.	LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.	Vessel's Name,
Apply to SHARP & Co.,	JAMES GUTHRIE DAVIDSON, Esq., (Advocate and Solicitor), Singapore,	YANGTSE, Commandant Bonnerov, with MAILS: PASSENGERS, SPECIE, and	Ingraban German Thales British Yorkshire British
Hongkong, August 1, 1887: 1443	THEODORE SOHST, Esq., (Merchant), Singapere.	CARGO, will leave this Port for the above A places. Cargo and Specie will be registered for A	Albany Brit. str. 1489 Sept. 20 Adamson, Bell & Co. Angers Choribon Brit. str. 1613 Sept. 19 Butterfield & Swire Ashburne Choribon Brit. str. 1613 Sept. 19 Butterfield & Swire Ashburne Choribon Brit. str. 1613 Sept. 19 Butterfield & Swire Ashburne Choribon Brit. str. 1613 Sept. 19 Butterfield & Swire Ashburne Choribon Brit. str. 1613 Sept. 19 Butterfield & Swire Andreas Ger. bqs.
TO BE LET.	CUMBERLEGE CHARLES NORTHEY	cepted in transit through Marseilles for the principal places of Europe.	Brindisi
A HOUSE, Commanding extensive Sea View, and very Cool in Summer.	LEE KENG YONG, Esq., (Merchant), Singapore. YAP KWAN SENG, Esq., of Kwala Lum-	Shipping Orders will be granted until (Noon. Cargo will be received on board until 4 I p.m. Specie and Parcels until 3 p.m. on I	Chelydra
Apply at THE HONGKONG DISPENSARY. Hongkong, June 16, 1887. 808	Simpah, 'Pansimpah' and Sung- hoi Kryon,' Tin Mines, Selangor.	the 28th Instant. (Parcels are not to be I sent on board; they must be left at the	Diamante Diaman
TO LET.	Bankers: CHARTERED MERCANTILE BANK OF	Contents and value of Packages are re- I quired. For further particulars, apply at the Company's Office.	Geelong Sh Hansen Ger. str. 4205 Sept. 15 O. & O. S. S. Co. San Francisco San Francisc
(With Eurly Bossession.). THE DESIRABLE & RESIGNER'	Messers, RODYK & DAVIDSON,	G. DE CHAMPEAUX, Agent. Hongkong, September 16, 1887. 1808	Kong Beng
Situated on the BONHAM ROAD	Auditors: Attenander James Gunn, Esq.,	TAKING-CARGO AND PASSENGERS	Lombardy Brockes Brit. str. 1726 Sept. 15 P. & O. S. N. Co. Marie Molita Schaefer Str. Ger. str. 330 Sept. 15 Wieler & Co. Molita Swatow & Bangkok 24th inst. Brockes FOOCHOW. In port on September 17, 1887. Swatow & Bangkok 24th inst.
Hongkong, March 17, 1887. 488	ALEXANDER JAMES GUNN, Esq., Accountant, Singapore.	TAKING-CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,	Mongkut
Intimations.	MESSRS. W. R. SCOTT & Co., Merchants, Singapore.	RAILWAY LINES & STEAMERS.	Pakshan Pakshan Pakshan Pilot Fish Raylton Dixon Raylton Dixon Pakshan Rott Brit. tug. 161- July. 24 H K. & W. Dock Co. Sept. 15 Takasima Colliery China Traders Insurance Co. China Traders Insurance Co. Kutchinotza For sale: Sin: Kolga Brit. bqc.
HONGKONG AND WHAMPON DOCK	No. 5, COLLYER QUAY, Singapore.	THE British Steamship PARTHIA, 3,167 Tons Register, C. BROUGH, Commander will be despatched for VAN-	Raylton Dixon
COMPANY, LIMITED. CHIPMASTERS and ENGINEERS are	CLOSED on the Morning of SATUR- DAY, 1st October next: Applications for	Commander, will be despatched for VAN- COUVER, B.C., viá KOBE and YOKO- HAMA, on THURSDAY, the 29th Sept.,	Taiyuan
their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the	Shares may be sent to the CHARTERED MERCANTILE BANK ON INDIA, LONDON & CHINA, Singapore. Copies of Prospectus and Forms of Application can be obtained	To be followed by S.S. BATAVIA,	A, Vorwaerts
Teceive prompt attention. In the Event of Complaints being found	from the Bank's Branch in Hongkong. 1st September, 1887. 1680	Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Fran-	Sailing Vessels Adolph
signed is requested, when immediate steps will be taken to rectify the cause of dis-	Moile	cisco by the regular Steamers of the Pacific Coast Steamers, Company. Through Passage Tickets granted to Eng.	Allie Rowe
D. GILLIES, Secretary. Hongkong, August 25, 1885. 1458		Atlantic lines of Steamers. First-class Fares granted as follows:— S160.00	Chelmsford 5 k Collins Br. 3m.sch. 381 Aug. 11 Order Clan Mackenzic 5 k Harris Brit. sh. 1597 Aug. 31 Arnhold, Karberg & Co. Comet 6 Ckrippner 6 Comet 1083 Aug. 5 Carlowitz & Co. Doretta 3 c Jorgenson 5 c Krippner 6 Co. Siam. bg 300 Sept. 14 Chinese San Francisco Fort Adelaide British
DENTISTRY.		To all common points in Can-	Doretta
FIRST CLASS WORKMANSHIP. MODERATE FEES.	STEAM FOR	To Liverpool 300.00 To London 305.00 To other European points at proportion- nterates. Special reduced rates granted to	Governor Goodwin 3 c Lester Amer. sh. 1414 Sept. 17 Melchers & Co. Governor Robie 3 c Rlanchard Amer. sh. 1627 Sept. 6 Russell & Co. Goliah 3 c Simpson Siam. bqs. 542 Sept. 14 Chinese Yangtse French Marseilles
MR. WONG TAI-FONG, Surgeon Dentist, (FORMERLY ARTICLED APPRENTION AND LAT-	SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR,	Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.	Granite State
A T the urgent request of his European-	BRINDISI, ANCONA, VENICE, TRIESTE, AND LONDON:	destined to points in the United States,	Iris
and American patients and mients,	BOMBAY, MADRAS, GALCUTTA, AND AUSTRALIA.	D Freight Agent, Vancouver, B.C. Freight will be received on board until	McNear
CONSULTATION FREE.	V.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN CHLE PORTS, MARSEILLES,	All Parcels must be sent to our Office and should be marked to address in full;	Osaka Brit. bqc. 805 Sept. 10 Uninese Osaka Brit. bqc. 805 Sept. 10 Uninese New York P. N. Blanchard Brit. bqc. Brit. Brit. bqc. Brit. Brit. bqc. Brit. B
Sole Address 2, DUDDELL STREET, (New to the New Oriental Bank.)	AND BOSTON.	For information as to Passage or Freight,	South American 9 c'Tucker Amer. sh. 1700 Sept. 19 Russen & Co. White Castle Brit. ode. White Castle Brit. ode. White Castle Brit. ode. White Castle Brit. ode.
(Next to the New Oriental Bank.) Hongkong, January 12, 1885. 66	BHINDISI, Captain E. Ashbown, with	Agents. the Hongkong, September 13, 1887. 1695	696 Each Britannic Majesty's Ships on the China Station. Argos Ger. bqc.
NOTICE. THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of	from this for LONDON direct, vid SUEZ CANAL and usual Ports of Call, or FRIDAY, 23rd September, at 4 p.m.	NORDDEUTSCHER LLOYD. NOTICE. —	Name Rig. Tons. Guns. I.H.P. Captain. Where at. Infatigable Norw. bqe.
THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE	Of FRIDAY, 23rd September, at 4 p.m. Cargo will be received on board until 10 a.m. cir.the day of sailing. Parcels and Specie (Gold) at the Office	STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ: PORT	Name. Rig. Tons. Gians. Captain R. Blair Maconochie Gapt. Robert Hastings Harris Audacious* Captain R. Blair Maconochie Gapt. Robert Hastings Harris Captain Kane Shanghai Yokohama Nagasaki W. Siegfried Brit. bqs. Nagasaki
THE MONTSERRAT LIME JUICE CORDIALS A. S. WATSON & Co., LD. Hongkong, May 3, 1887.	until Noon on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the	SUEZ; PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK	Audacious* Calliope Calliope Corvette Corvette Constance Corvette Corvette Corvette Corvette Corvette Corvette Captain Kane LieutCom. H. H. Boteler Captain Kane LieutCom. H. H. Boteler Corvette Captain Kane Complete Com. H. H. Boteler Corvette Captain Kane Corvette Captain Henry H. Boys Nagasaki In port on September 14, 1887. Captain Henry H. Boys
Mr. Andrew Wind,	PENINSULAR & ORIENTAL STRAM NAVIGATION. COMPANY'S Office, Hongkong, The Contents and Value of Packages are required to be declared prior to shipment.	PORTS-IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON,	Cordelia corvette 2420 — Captain Henry H. Boys Nagasaki Cordelia corvette 940 4 920 Captain A. H. Boldero Singapore In reserve Sicop gunboat 340 LieutCom. H. R. Adams Canton Ferroir gunboat 465 4 470 LieutCom. H. R. Adams Hangkong
NEWS AGENT, &c. 21, PARK ROW, NEW YORK; is authorized to receive Subscriptions. Advertisements &c., for the China Mail	is shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.	BALTIMORE, NEW ORLEANS, m- GALVESTON & SOUTH AMERICAN PORTS.	Espoir gunboat 455 4 460 LieutCom. Denison Hongkong Vokohama In port on September 18, 1887. Heroine Leander 5750 5 1050 Commander W. Marrack Shanghai
Advertisements, &c., for the China Mail. Overland China Mail, and China Review	gage can do so on application at the Com	ag-	Leander Cuiser 756 5 1050 Commander W. Marrack Shanghai Shanghai Gunboat Good Good Captain M. J. Duniop Shanghai Shanghai Good Good Captain M. J. Duniop Shanghai Shanghai Good Good Good Good Good Good Good Goo
Insurances. NORTH BRITISH & MERCANTILE	Acting Superintendent. P. & O. B. N. Co.'s Office.	N.B.—Cargo can be taken on through Bills of Lading for the principal places in	Bills Orion September 10, 1867. Bills Orion Rambler Rambler Suppost Singapore Restrict Suppost Suppost Suppost Suppost Suppose Suppos
INSURANCE COMPANY.	Hongkong, September 12, 1887. 176	of Lading for the principal places in RUSSIA. NTHURSDAY, the 29th September, the Company's	Rattler gunboat 670 6 1200 Lieut. Com. W. Maitin Dougan Shigapore Shaphai A. H. Smith Amer. sh. Sapphire corvette 1970 12 2360 Captain R. G. Kinshan Shanghai Kobe Fearless Ger. cut. 1ber, Satellite cruiser torpedo mining launch 150 —
against FIRE at Ourrent Rates — GILMAN & Co	Occidental & Oriental Steam Ship Company.	Steamship NECKAR, Captain BAUR, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above	AUE, Swift GUE, Tweed OVE, Victor Emanuel GUE, V
Hongkong, January 1, 1882. 1 THE LONDON ASSURANCE.	TAKING CARGO AND PASSENGER TO JAPAN, THE UNITED SPATES, MEXICO, CENTRAL AND	RS and CARGO, will leave this port as above, calling at GENOA. Shipping Orders will be granted till	Wanderer Wivern turret-ship 2750 4 750 Captain Orford Unurchitt Hongkong In port on September 9, 1887. Anamba Brit. bqc. Liverpool Austton Norw. bqc.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First,	STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPI	PR. Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 5 p.m. on the 28th Instant. (Parcels are not to be sent on board; they must be	* Flagship of Vice-Admiral Vesey Hamilton, Commander-in Chief. * Benj. T. Hunt Amer. bqc. Britannia Norw. bqc.
THE Undersigned having been appointe	ted ATLANTIC & OTHER CONNECTIN	Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.	Carl Bohn Ger. bqe. Daggry Norw. bqe. Boston
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